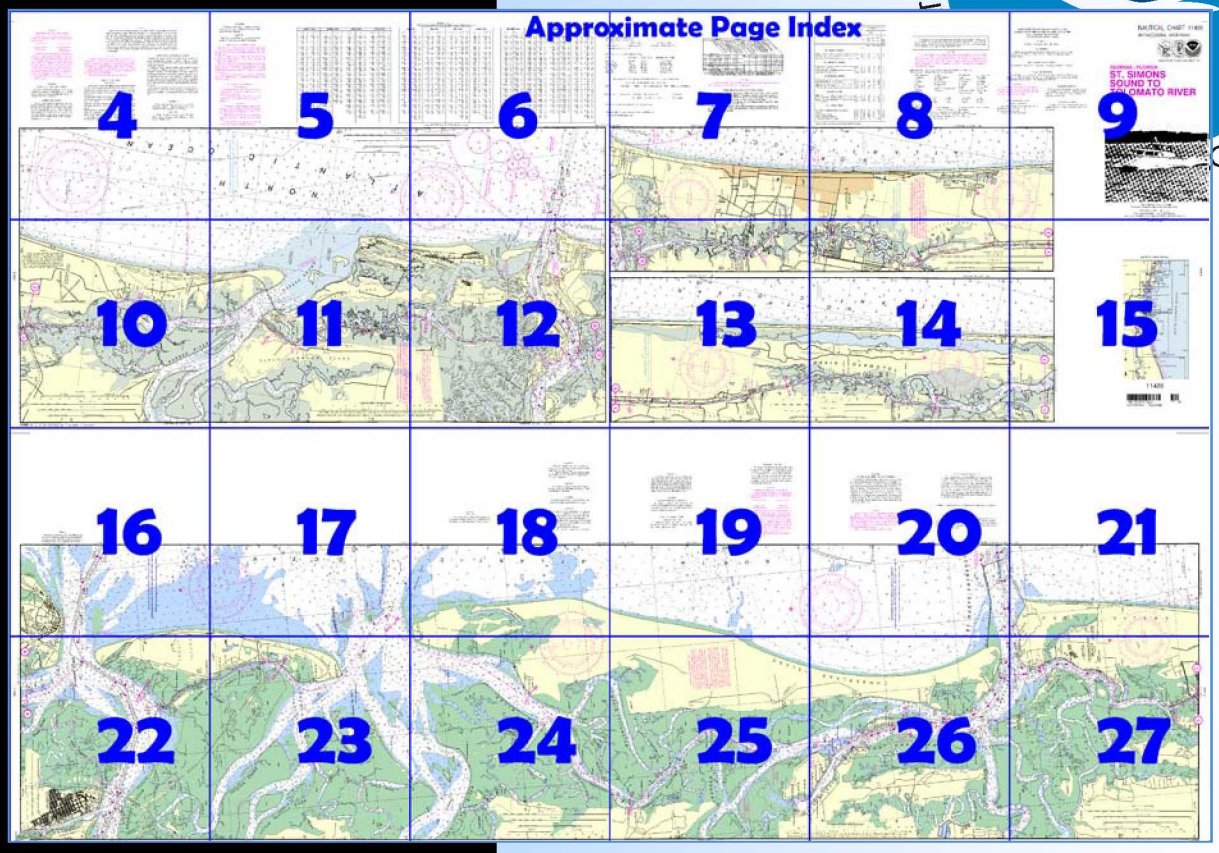
BookletChart™

Intracoastal Waterway - St. Simons Sound to Tolomato River

(NOAA Chart 11489)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

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What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

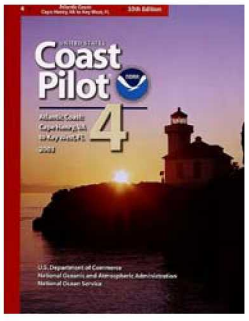
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 12 excerpts]

(220) From Mackay River, the waterway continues through **St. Simons Sound** and **Brunswick River**. 3.4 miles up Brunswick River is **Brunswick,** at which hotel accommodations, fuel, supplies, and repair facilities are available.

(221) The Intracoastal Waterway follows **Jekyll Creek** from Brunswick River to Jekyll Sound. The entrance is marked by a lighted range and protected by a jetty on its west side. Jekyll Island Range Front Light is 25 yards to the west of this light. The jetty covers at high tide, but is marked by daybeacons. To enter, be guided by the range, lights, a buoy, and daybeacons.

(222) A marina at **Mile 683.6** has a pier with depths of 10 feet alongside. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station and wet storage are available.

(223) **Mile 684.4.** A marina on the east side above the bridge had depths of 11 feet in the approach and alongside the piers. Berthage, electricity, gasoline, diesel fuel, water, ice, pump-out station, marine supplies, wet and dry storage are available.

(224) **St. Andrew Sound,** which has the most hazardous exposure along the waterway south of Port Royal Sound, is very rough during periods of strong north, northeast, or east winds. A protected route bypassing St. Andrew Sound leaves the waterway at **Mile 686.0.** This alternate route passes through **Little Satilla River, Umbrella Cut, Umbrella Creek, Dover Cut, Dover Creek, Satilla River, Floyd Creek,** and rejoins the waterway in Cumberland River at **Mile 695.8**. The depths were 5.0 feet in Umbrella Cut, 4.0 feet in Umbrella Creek, 7.0 feet in Dover Creek, and 3.5 feet in Floyd Creek.

(225) **Little Cumberland Island** and **Cumberland Island** extend along the east side of the waterway from **Mile 690.0** to **Mile 714.0.** The islands are a National Seashore Park. Persons wishing to visit must make arrangements with the National Park Service at St. Marys.

(226) An anchorage, used by visitors to the National Seashore Park, in depths of 25 feet, mud bottom, is off **Dungeness,** on the west side of Cumberland Island, **Mile 710.8.** The anchorage is open to southwesterly winds, and the current is reported to attain a velocity of 2 knots.

(229) Mariners are cautioned that the color of aids to navigation change to green on the right while following the ICW until the waterway enters Amelia River at **Mile 714.3,** thence the color of aids to navigation change to red on the right.

(230) A **regulated navigation area** has been established in Cumberland Sound in the vicinity of Kings Bay.

(232) At **Mile 719.8**, the waterway enters Kingsley Creek. Two bridges cross at **Mile 720.7**. The Railroad bridge, has a clearance of 5 feet; State Route A1A bridge, a clearance of 65 feet. Flood and ebb currents are normal to the bridge openings and velocities up to 2.5 knots on the flood and 3 knots on the ebb may be expected, especially with favoring winds. Caution is advised.

(233) At **Mile 722.8,** the waterway enters **South Amelia River** and for a distance of 4.5 miles the channel is narrow and winds through shoals and marsh islets. Although the channel is well marked by daybeacons and lights, it is the most difficult part of this section of the route. At low water, the extensive mudflats and oyster beds on each side of the channel are well defined.

(235) **Fort George River** is marked by daybeacons and trends southward from the waterway to Fort George Inlet.

(236) The **Kingsley Plantation,** a historical building and State park, is on the south side of Fort George River 0.7 mile southeastward of the Intracoastal Waterway. Good anchorage in 15 feet is available just southeastward of Daybeacon 5. The current is to be 3 knots.

(238) At **Mile 739.2,** Route 105 highway bridge has a clearance of 24 feet. Caution is advised at the bridge, because cross currents are encountered during both flood and ebb.

(240) **Jacksonville;** supply and repair facilities are available.

(241) The Intracoastal Waterway continues across St. Johns River and into **Pablo Creek.** There are strong tidal currents in the vicinity of the bridge. On the flood the current flows southward and at right angles to the bridge at 3.4 knots. On the ebb the current flows northward and sets 15° to the right of the axis of the channel at 5.2 knots.

(242) A marina is in the basin on south of the bridge. Transient berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, launch ramp are available. The depth in the approach was 10 feet, with 12 feet in the basin.

(245) A yacht basin is on the north of the bridge. Berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, a launching ramp, marine supplies and wet and dry storage are available.

(248) Numerous snags and old piling, many covered at high water, are on both sides of the waterway for a distance of 5.7 miles from the vicinity of **Oak Landing, Mile 749.8,** to **Palm Valley Landing, Mile 755.5.** Particular care should be taken to stay in the center of the channel.

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

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Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.853" northward and 0.662" eastward to agree with this chart.

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CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

INTRACOASTAL WATERWAY

Project Depths

12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: ——•——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

CAUTION

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Corrected through NM Jan. 24/09, LNM Jan. 13/09

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INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

Corrected through NM Jan. 24/09, LNM Jan. 13/09

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida or Savannah, Georgia.

Refer to charted regulation section numbers.

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Refer to charted regulation section numbers.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

NOTE

NORTHERN RIGHT WHALE CRITICAL HABITAT

(precautionary area: 50 CFR 226.203c, 224.103c; see note A)

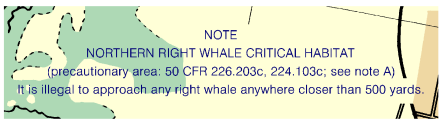
It is illegal to approach any right whale anywhere closer than 500 yards.

SEDIMENT TRAPS

Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near them.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.



FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

CAUTION

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Pipeline Area

Cable Area

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Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION

Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

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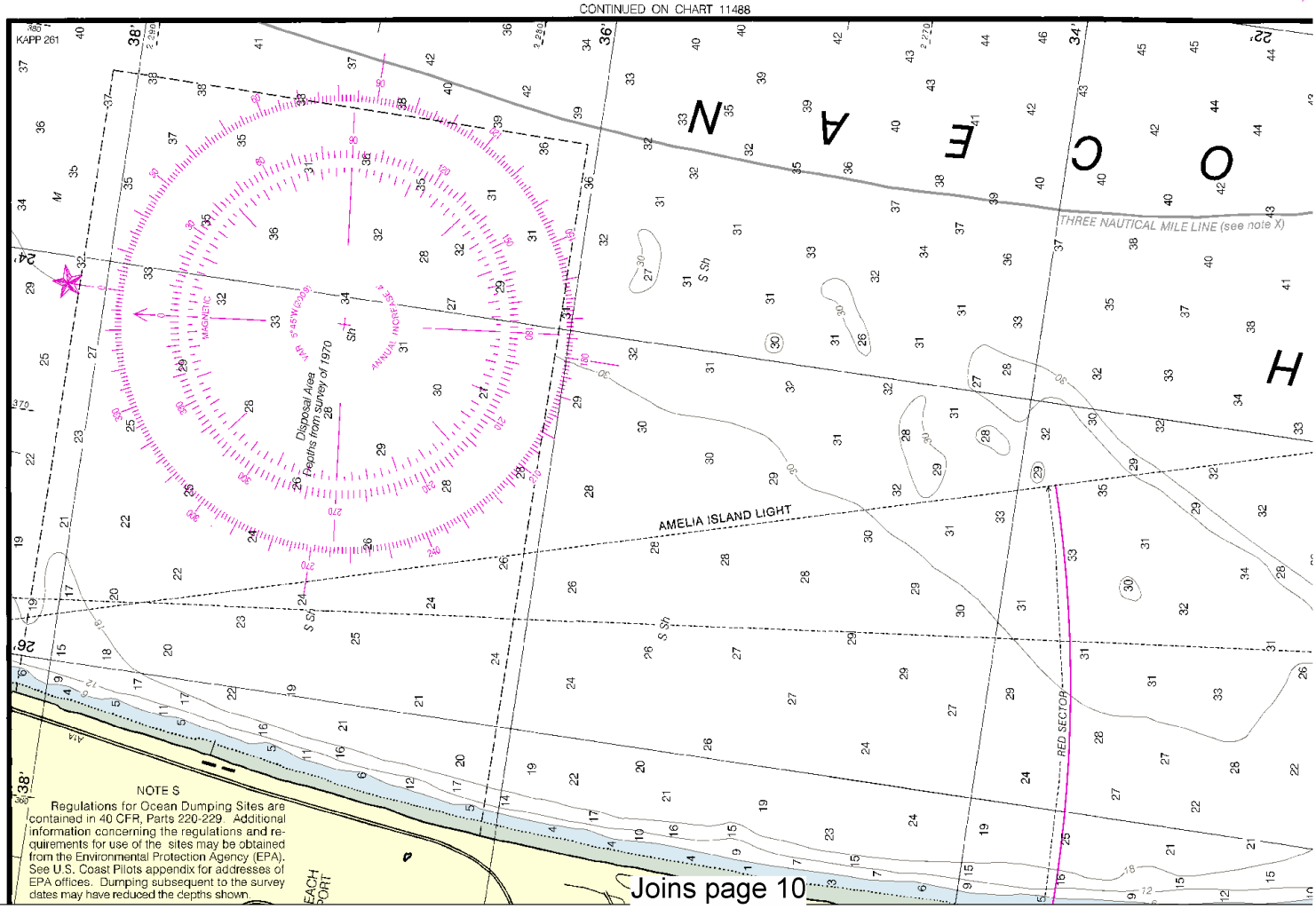
CONTINUED ON CHART 11488



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Joins page 10

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

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MAYP

Predicted times and heights of high and low w
To predict local tide, apply the time differ

JANUARY 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Th	0432 1119 1710 2345	0.3 4.5 0.3 4.2	16 F	0023 0618 1237 1939	4.5 -0.2 4.4 -0.3
2 F	0520 1158 1753	0.5 4.4 0.3	17 Sa	0116 0720 1328 1932	4.4 0.1 4.1 -0.1
3 Sa	0029 0616 1243 1843	4.3 0.6 4.2 0.2	18 Su	0213 0820 1422 2025	4.4 0.3 3.8 0.1
4 Su	0120 0720 1335 1938	4.4 0.6 4.1 0.1	19 M	0313 0917 1520 2117	4.3 0.5 3.7 0.2
5 M	0219 0827 1437 2037	4.5 0.6 3.9 0.0	20 Tu	0412 1013 1818 2209	4.3 0.5 3.6 0.3
6 Tu	0326 0935 1547 2139	4.6 0.4 3.9 -0.2	21 W	0507 1106 1712 2300	4.3 0.5 3.6 0.2
7 W	0436 1041 1657 2242	4.8 0.2 3.9 -0.5	22 Th	0556 1156 1801 2348	4.3 0.4 3.6 0.1
8 Th	0541 1144 1801 2344	5.0 -0.2 4.0 -0.8	23 F	0640 1241 1845	4.4 0.2 3.7
9 F	0641 1242 1901	5.2 -0.5 4.2	24 Sa	0033 0720 1322 1927	-0.1 4.5 0.1 3.8
10 Sa	0044 0738 1336 1958	-1.1 5.4 -0.8 4.4	25 Su	0113 0758 1358 2007	-0.2 4.5 -0.1 3.9
11 Su	0140 0831 1427 2053	-1.3 5.4 -1.0 4.5	26 M	0149 0834 1431 2045	-0.3 4.5 -0.2 3.9
12 M	0234 0923 1516 2147	-1.3 5.4 -1.1 4.6	27 Tu	0223 0908 1500 2122	-0.3 4.5 -0.2 4.0
13 Tu	0327 1012 1605 2239	-1.2 5.2 -1.0 4.6	28 W	0256 0942 1528 2200	-0.3 4.4 -0.2 4.1
14 W	0421 1101 1655 2331	-0.9 5.0 -0.8 4.6	29 Th	0332 1016 1559 2237	-0.2 4.4 -0.3 4.2
15 Th	0518 1148 1746	-0.5 4.7 -0.6	30 F	0413 1053 1636 2317	-0.1 4.3 -0.2 4.3
			31 Sa	0459 1132 1719	0.1 4.1 -0.2

FEBRUARY 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Su	0001 0553 1217 1809	4.3 0.2 4.0 -0.2	6 M	0126 0743 1337 1940	4.2 0.4 3.6 0.3
2 M	0052 0656 1310 1907	4.4 0.4 3.9 -0.1	7 Tu	0223 0840 1433 2036	4.1 0.6 3.5 0.5
3 Tu	0153 0806 1415 2012	4.4 0.4 3.7 -0.2	8 W	0326 0937 1535 2132	4.0 0.7 3.5 0.5
4 W	0306 0917 1530 2121	4.4 0.3 3.6 -0.3	9 Th	0427 1031 1634 2227	4.0 0.7 3.5 0.4
5 Th	0422 1026 1645 2229	4.5 0.1 3.7 -0.5	20 F	0520 1122 1727 2318	4.1 0.6 3.6 0.3
6 F	0531 1129 1752 2335	4.7 -0.2 3.9 -0.8	21 Sa	0606 1208 1815	4.2 0.4 3.8
7 Sa	0630 1227 1851	5.0 -0.6 4.2	22 Su	0005 0648 1248 1858	0.1 4.4 0.2 3.9
8 Su	0035 0725 1319 1946	-1.1 5.1 -0.9 4.4	23 M	0048 0726 1324 1939	-0.1 4.4 -0.1 4.1
9 M	0130 0815 1408 2038	-1.3 5.2 -1.1 4.6	24 Tu	0126 0803 1355 2017	-0.3 4.5 -0.3 4.2
10 Tu	0222 0903 1453 2128	-1.4 5.1 -1.2 4.7	25 W	0202 0839 1425 2055	-0.4 4.5 -0.4 4.4
11 W	0312 0949 1537 2216	-1.3 5.0 -1.2 4.8	26 Th	0238 0915 1455 2133	-0.4 4.4 -0.5 4.5
12 Th	0402 1033 1622 2302	-1.0 4.7 -0.9 4.7	27 F	0316 0952 1529 2212	-0.4 4.3 -0.5 4.6
13 F	0453 1117 1707 2346	-0.6 4.4 -0.6 4.6	28 Sa	0357 1031 1608 2254	-0.3 4.2 -0.5 4.8
14 Sa	0547 1201 1754	-0.2 4.1 -0.3			
15 Su	0035 0644 1247 1846	4.4 0.1 3.9 0.1			

MARCH 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Su	0443 1114 1652 2341	-0.1 4.1 -0.3 4.6	16 M	0608 1210 1758	0.3 3.9 0.4
2 M	0538 1202 1746	0.1 4.0 -0.2	17 Tu	0040 0703 1256 1851	4.3 0.6 3.7 0.6
3 Tu	0034 0642 1258 1848	4.6 0.3 3.8 0.0	18 W	0131 0800 1348 1950	4.1 0.8 3.6 0.8
4 W	0139 0754 1407 1959	4.5 0.4 3.7 0.0	19 Th	0231 0856 1448 2050	4.1 0.9 3.6 0.8
5 Th	0255 0905 1525 2112	4.5 0.3 3.7 -0.1	20 F	0334 0949 1551 2147	4.1 0.9 3.7 0.8
6 F	0412 1012 1639 2222	4.6 0.2 3.9 -0.3	21 Sa	0432 1038 1648 2241	4.1 0.8 3.9 0.6
7 Sa	0518 1113 1744 2327	4.7 -0.1 4.2 -0.5	22 Su	0522 1123 1739 2331	4.2 0.6 4.1 0.4
8 Su	0616 1208 1840	4.9 -0.5 4.5	23 M	0607 1204 1824	4.3 0.3 4.3
9 M	0026 0707 1258 1932	-0.8 5.0 -0.8 4.8	24 Tu	0017 0648 1240 1906	0.2 4.4 0.0 4.5
10 Tu	0119 0755 1344 2020	-1.0 5.0 -1.0 5.0	25 W	0059 0728 1315 1946	-0.1 4.5 -0.2 4.7
11 W	0209 0840 1427 2106	-1.1 4.9 -1.0 5.0	26 Th	0139 0807 1349 2027	-0.3 4.5 -0.4 4.9
12 Th	0256 0924 1507 2150	-1.0 4.7 -0.9 5.0	27 F	0219 0848 1424 2108	-0.4 4.4 -0.6 5.0
13 F	0342 1006 1547 2232	-0.8 4.5 -0.7 4.9	28 Sa	0300 0930 1503 2151	-0.4 4.4 -0.6 5.1
14 Sa	0428 1047 1628 2313	-0.5 4.3 -0.4 4.7	29 Su	0344 1014 1546 2238	-0.3 4.3 -0.5 5.0
15 Su	0516 1128 1710 2355	-0.1 4.1 0.0 4.5	30 M	0433 1103 1635 2329	-0.1 4.2 -0.3 5.0
			31 Tu	0530 1156 1732	0.1 4.1 -0.1

APRIL 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 W	0027 0636 1258 1840	4.8 0.3 4.0 0.1	16 Th	0047 0717 1310 1901	4.3 0.9 3.8 1.0
2 Th	0133 0746 1406 1955	4.7 0.4 4.0 0.2	17 F	0138 0809 1405 2003	4.2 1.0 3.8 1.1
3 F	0246 0853 1521 2108	4.7 0.3 4.1 0.2	18 Sa	0235 0859 1504 2102	4.2 1.0 3.9 1.0
4 Sa	0357 0955 1631 2215	4.7 0.1 4.4 0.0	19 Su	0333 0945 1603 2158	4.2 0.8 4.1 0.9
5 Su	0500 1052 1731 2317	4.8 -0.1 4.7 -0.2	20 M	0428 1029 1658 2252	4.2 0.6 4.3 0.7
6 M	0556 1145 1825	4.8 -0.4 4.9	21 Tu	0518 1111 1745 2342	4.3 0.3 4.6 0.4
7 Tu	0014 0646 1233 1914	-0.4 4.8 -0.6 5.1	22 W	0604 1152 1830	4.3 0.0 4.9
8 W	0106 0732 1317 2000	-0.6 4.8 -0.7 5.2	23 Th	0029 0650 1233 1914	0.1 4.4 -0.2 5.1
9 Th	0153 0816 1358 2042	-0.7 4.6 -0.7 5.2	24 F	0115 0735 1315 1959	-0.2 4.4 -0.5 5.3
10 F	0238 0858 1437 2123	-0.6 4.5 -0.6 5.1	25 Sa	0200 0822 1357 2046	-0.4 4.4 -0.6 5.4
11 Sa	0320 0938 1515 2202	-0.5 4.3 -0.4 5.0	26 Su	0245 0911 1442 2135	-0.4 4.4 -0.7 5.4
12 Su	0403 1018 1552 2241	-0.2 4.2 -0.1 4.8	27 M	0333 1001 1530 2227	-0.4 4.3 -0.5 5.3
13 M	0447 1057 1631 2320	0.1 4.0 0.2 4.6	28 Tu	0425 1055 1624 2322	-0.2 4.3 -0.3 5.2
14 Tu	0533 1138 1714	0.5 3.9 0.6	29 W	0524 1152 1726	0.0 4.2 -0.1
15 W	0001 0624 1222 1804	4.5 0.7 3.9 0.8	30 Th	0021 0629 1254 1837	5.1 0.1 4.2 0.1

MAY 2009

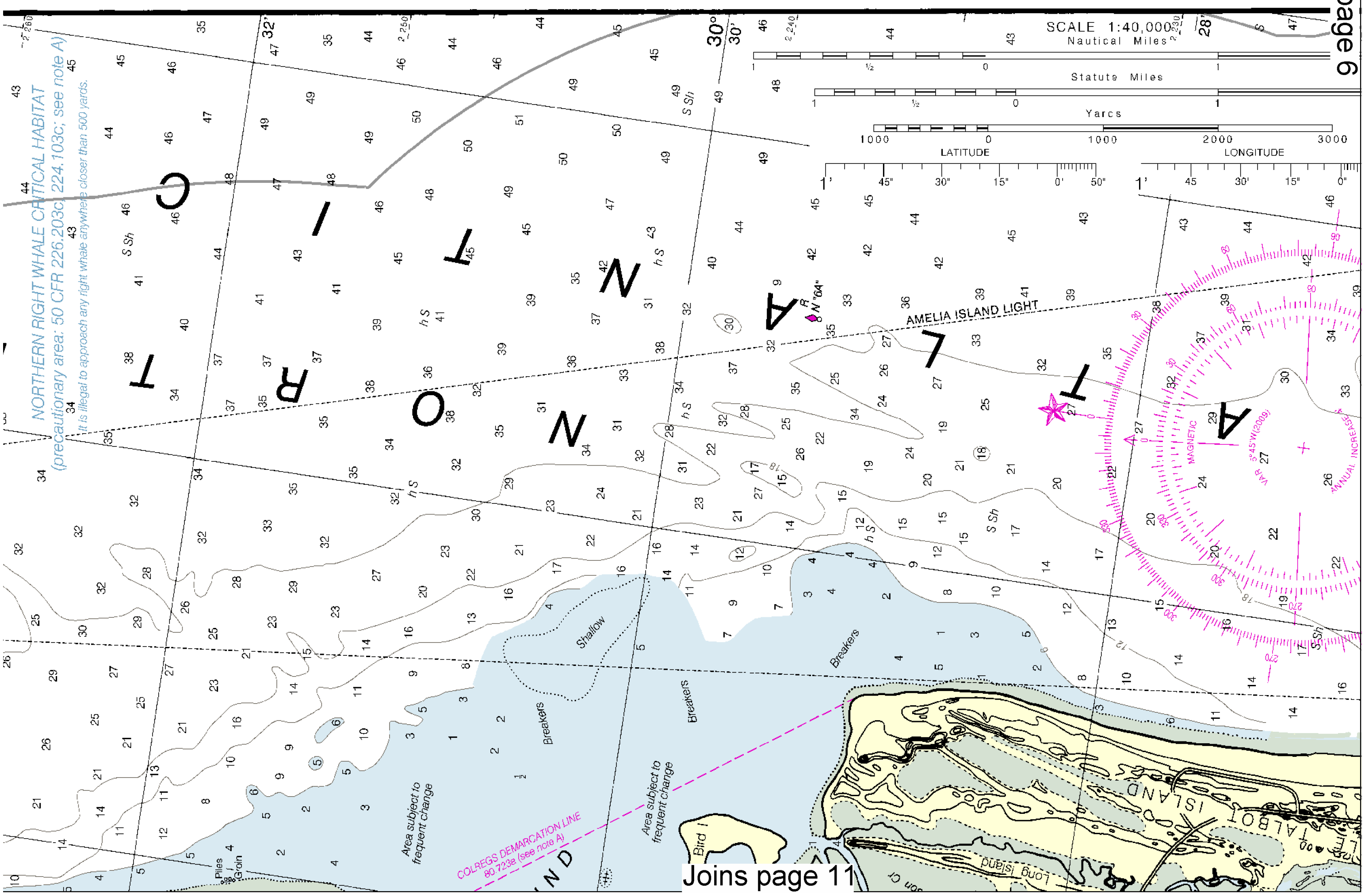
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 F	0123 0735 1401 1950	4.9 0.2 4.3 0.3	16 Sa	0054 0717 1326 1914	4.4 0.8 4.0 1.1
2 Sa	0229 0836 1510 2059	4.8 0.1 4.5 0.3	17 Su	0141 0802 1419 2014	4.3 0.8 4.1 1.0
3 Su	0335 0933 1615 2203	4.7 0.0 4.7 0.2	18 M	0234 0846 1515 2113	4.2 0.6 4.3 0.9
4 M	0436 1027 1714 2303	4.6 -0.1 4.9 0.0	19 Tu	0330 0931 1610 2210	4.1 0.4 4.5 0.7
5 Tu	0530 1117 1806 2356	4.6 -0.3 5.1 -0.1	20 W	0426 1018 1703 2305	4.1 0.2 4.6 0.4
6 W	0621 1204 1853	4.5 -0.4 5.2	21 Th	0521 1106 1754 2359	4.1 -0.1 5.0 0.1
7 Th	0049 0707 1249 1937	-0.2 4.4 -0.4 5.2	22 F	0614 1156 1845	4.1 -0.4 5.2
8 F	0135 0751 1330 2019	-0.3 4.3 -0.4 5.2	23 Sa	0051 0706 1245 1936	-0.2 4.2 -0.6 5.4
9 Sa	0218 0832 1409 2056	-0.3 4.2 -0.3 5.0	24 Su	0141 0800 1335 2029	-0.4 4.2 -0.6 5.5
0 Su	0259 0912 1446 2136	-0.2 4.1 -0.1 4.9	25 M	0231 0854 1426 2123	-0.6 4.3 -0.8 5.5
1 M	0339 0952 1522 2214	0.0 4.0 0.1 4.8	26 Tu	0322 0950 1519 2218	-0.6 4.3 -0.8 5.4
2 Tu	0420 1031 1559 2251	0.2 3.9 0.3 4.6	27 W	0416 1048 1617 2313	-0.5 4.3 -0.5 5.3
3 W	0501 1111 1636 2330	0.5 3.9 0.6 4.5	28 Th	0513 1144 1720	-0.4 4.4 -0.3
4 Th	0545 1153 1723	0.7 3.9 0.8	29 F	0009 0614 1245 1830	5.1 -0.3 4.5 0.0
5 F	0010 0631 1237 1815	4.4 0.8 3.9 1.0	30 Sa	0108 0715 1347 1939	4.9 -0.2 4.6 0.1
			31 Su	0208 0812 1451 2045	4.7 -0.2 4.7 0.2

JUNE 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.
1 M	0307 0906 1553 2146	4.5 -0.2 4.8 0.2	16 Tu	0145 0752 1430 2031
2 Tu	0406 0957 1650 2243	4.3 -0.2 4.9 0.2	17 W	0240 0841 1526 2132
3 W	0502 1047 1742 2338	4.2 -0.2 5.0 0.1	18 Th	0340 0934 1625 2232
4 Th	0553 1135 1830	4.1 -0.2 5.0	19 F	0442 1029 1724 2331
5 F	0028 0641 1221 1914	0.0 4.0 -0.2 5.0	20 Sa	0543 1126 1822
6 Sa	0115 0725 1304 1956	-0.1 3.9 -0.2 4.9	21 Su	0029 0643 1223 1919
7 Su	0158 0807 1344 2035	-0.1 3.9 -0.1 4.8	22 M	0123 0741 1319 2015
8 M	0238 0847 1421 2113	-0.1 3.9 -0.1 4.8	23 Tu	0216 0839 1414 2110
9 Tu	0316 0927 1457 2149	0.0 3.8 0.1 4.7	24 W	0308 0937 1510 2204
10 W	0353 1008 1532 2225	0.2 3.8 0.2 4.6	25 Th	0400 1034 1608 2257
11 Th	0430 1045 1609 2301	0.3 3.9 0.4 4.5	26 F	0455 1130 1710 2350
12 F	0506 1125 1650 2338	0.4 3.9 0.6 4.5	27 Sa	0551 1227 1815
13 Sa	0543 1206 1737	0.5 4.0 0.8	28 Su	0043 0647 1325 1921
14 Su	0016 0623 1250 1832	4.4 0.5 4.1 0.9	29 M	0138 0742 1425 2024
15 M	0058 0706 1337 1930	4.3 0.4 4.3 0.9	30 Tu	0235 0835 1525

Time mer
Heights are referred to

Joins page 6



Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

MAYPORT, FLA.

Predicted times and heights of high and low water-Eastern Standard Time. For Daylight Saving time, add 1 hour.
To predict local tide, apply the time difference listed in the facility tabulations to these tide predictions.

MAY 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 F	0123 0735 1401 1950	4.9 0.2 4.3 0.3	16 Sa	0054 0717 1326 1914	4.4 0.8 4.0 1.1
2 Sa	0229 0836 1510 2059	4.6 0.1 4.5 0.3	17 Su	0141 0802 1419 2014	4.3 0.8 4.1 1.0
3 Su	0335 0933 1615 2203	4.7 0.0 4.7 0.2	18 M	0234 0846 1515 2113	4.2 0.6 4.3 0.9
4 M	0436 1027 1714 2303	4.6 -0.1 4.9 0.0	19 Tu	0330 0931 1610 2210	4.1 0.4 4.5 0.7
5 Tu	0530 1117 1806 2356	4.6 -0.3 5.1 -0.1	20 W	0426 1018 1703 2305	4.1 0.2 4.6 0.4
6 W	0621 1204 1853	4.5 -0.4 5.2	21 Th	0521 1106 1754 2359	4.1 -0.1 5.0 0.1
7 Th	0049 0707 1249 1937	-0.2 4.4 -0.4 5.2	22 F	0614 1156 1845	4.1 -0.4 5.2
8 F	0135 0751 1330 2019	-0.3 4.3 -0.4 5.2	23 Sa	0051 0706 1245 1936	-0.2 4.2 -0.6 5.4
9 Sa	0218 0832 1409 2056	-0.3 4.2 -0.3 5.0	24 Su	0141 0800 1335 2029	-0.4 4.2 -0.6 5.5
10 Su	0259 0912 1446 2136	-0.2 4.1 -0.1 4.9	25 M	0231 0854 1426 2123	-0.6 4.3 -0.8 5.5
11 M	0339 0952 1522 2214	0.0 4.0 0.1 4.8	26 Tu	0322 0950 1519 2218	-0.6 4.3 -0.8 5.4
12 Tu	0420 1031 1559 2251	0.2 3.9 0.3 4.6	27 W	0416 1046 1617 2313	-0.5 4.3 -0.5 5.3
13 W	0501 1111 1636 2330	0.5 3.9 0.6 4.5	28 Th	0513 1144 1720	-0.4 4.4 -0.3
14 Th	0546 1153 1723	0.7 3.9 0.8	29 F	0009 0614 1245 1830	5.1 -0.3 4.5 0.0
15 F	0010 0631 1237 1815	4.4 0.6 3.9 1.0	30 Sa	0108 0715 1347 1939	4.9 -0.2 4.6 0.1
			31 Su	0208 0812 1451 2045	4.7 -0.2 4.7 0.2

JUNE 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 M	0307 0906 1553 2146	4.5 -0.2 4.8 0.2	16 Tu	0145 0752 1430 2031	4.1 0.3 4.4 0.8
2 Tu	0406 0957 1650 2243	4.3 -0.2 4.9 0.2	17 W	0240 0841 1526 2132	4.0 0.2 4.6 0.6
3 W	0502 1047 1742 2338	4.2 -0.2 5.0 0.1	18 Th	0340 0934 1625 2232	3.9 0.0 4.8 0.4
4 Th	0553 1135 1830	4.1 -0.2 5.0	19 F	0442 1029 1724 2331	3.9 -0.3 5.0 0.1
5 F	0028 0641 1221 1914	0.0 4.0 -0.2 5.0	20 Sa	0543 1126 1822	4.0 -0.5 5.2
6 Sa	0115 0725 1304 1956	-0.1 3.9 -0.2 4.9	21 Su	0029 0643 1223 1919	-0.2 4.0 -0.8 5.4
7 Su	0158 0007 1344 2035	-0.1 3.9 -0.1 4.8	22 M	0123 0741 1319 2015	-0.5 4.2 -1.0 5.5
8 M	0238 0847 1421 2113	-0.1 3.9 -0.1 4.8	23 Tu	0216 0839 1414 2110	-0.7 4.3 -1.0 5.5
9 Tu	0316 0927 1457 2149	0.0 3.8 0.1 4.7	24 W	0308 0937 1510 2204	-0.8 4.4 -1.0 5.4
10 W	0353 1008 1532 2225	0.2 3.8 0.2 4.6	25 Th	0400 1034 1608 2257	-0.8 4.5 -0.7 5.3
11 Th	0430 1045 1609 2301	0.3 3.9 0.4 4.5	26 F	0455 1130 1710 2350	-0.7 4.6 -0.5 5.1
12 F	0506 1125 1650 2338	0.4 3.9 0.6 4.5	27 Sa	0551 1227 1815	-0.6 4.7 -0.2
13 Sa	0543 1206 1737	0.5 4.0 0.8	28 Su	0043 0647 1325 1921	4.8 -0.5 4.7 0.1
14 Su	0016 0623 1250 1832	4.4 0.5 4.1 0.9	29 M	0138 0742 1425 2024	4.6 -0.3 4.8 0.2
15 M	0058 0706 1337 1930	4.3 0.4 4.3 0.9	30 Tu	0235 0835 1525 2123	4.3 -0.2 4.8 0.3

JULY 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 W	0333 0926 1622 2219	4.1 -0.1 4.8 0.4	16 Th	0202 0803 1451 2101	4.0 0.1 4.7 0.7
2 Th	0431 1017 1718 2313	3.9 0.0 4.8 0.3	17 F	0305 0902 1557 2206	3.9 0.0 4.9 0.5
3 F	0524 1106 1805	3.9 0.1 4.8	18 Sa	0414 1003 1703 2309	3.9 -0.2 5.0 0.2
4 Sa	0004 0613 1154 1850	0.3 3.8 0.1 4.8	19 Su	0522 1106 1805	4.0 -0.5 5.2
5 Su	0051 0658 1239 1932	0.2 3.8 0.0 4.8	20 M	0009 0626 1208 1904	-0.1 4.2 -0.7 5.4
6 M	0134 0741 1321 2011	0.1 3.8 0.0 4.8	21 Tu	0106 0727 1307 2000	-0.4 4.4 -0.9 5.5
7 Tu	0214 0822 1359 2048	0.1 3.8 0.0 4.7	22 W	0158 0825 1404 2054	-0.7 4.6 -1.0 5.6
8 W	0251 0901 1435 2123	0.1 3.9 0.1 4.7	23 Th	0249 0921 1459 2145	-0.8 4.8 -0.9 5.5
9 Th	0324 0940 1509 2158	0.1 3.9 0.2 4.6	24 F	0338 1016 1555 2236	-0.9 4.9 -0.7 5.3
10 F	0355 1018 1544 2232	0.2 4.0 0.3 4.6	25 Sa	0429 1109 1653 2325	-0.8 5.0 -0.4 5.1
11 Sa	0426 1056 1622 2306	0.2 4.1 0.5 4.5	26 Su	0520 1202 1754	-0.6 5.0 -0.1
12 Su	0458 1135 1706 2343	0.3 4.2 0.6 4.4	27 M	0015 0613 1256 1857	4.8 -0.3 5.0 0.2
13 M	0538 1216 1757	0.3 4.4 0.8	28 Tu	0107 0708 1352 1958	4.5 -0.1 4.9 0.5
14 Tu	0023 0619 1300 1855	4.3 0.3 4.5 0.8	29 W	0201 0801 1451 2056	4.3 0.1 4.8 0.6
15 W	0109 0709 1351 1957	4.2 0.2 4.6 0.8	30 Th	0258 0854 1550 2152	4.1 0.3 4.8 0.7
			31 F	0357 0947 1646 2245	4.0 0.4 4.8 0.7

AUGUST 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Sa	0452 1038 1736 2336	3.9 0.5 4.8 0.7	16 Su	0400 0949 1649 2252	4.2 0.1 5.3 0.5
2 Su	0543 1128 1822	4.0 0.4 4.8	17 M	0511 1055 1752 2352	4.4 -0.1 5.5 0.2
3 M	0023 0629 1214 1904	0.6 4.0 0.4 4.9	18 Tu	0615 1158 1849	4.6 -0.4 5.6
4 Tu	0106 0712 1257 1942	0.5 4.1 0.3 4.9	19 W	0047 0713 1257 1943	-0.2 4.9 -0.6 5.7
5 W	0145 0754 1338 2019	0.3 4.2 0.2 4.9	20 Th	0137 0809 1353 2034	-0.5 5.1 -0.7 5.7
6 Th	0219 0833 1412 2053	0.3 4.3 0.2 4.8	21 F	0225 0902 1446 2123	-0.7 5.3 -0.6 5.6
7 F	0249 0911 1446 2127	0.2 4.3 0.3 4.8	22 Sa	0312 0953 1536 2211	-0.7 5.4 -0.4 5.4
8 Sa	0317 0949 1521 2202	0.2 4.5 0.4 4.7	23 Su	0358 1043 1632 2258	-0.5 5.4 -0.1 5.1
9 Su	0346 1028 1558 2237	0.2 4.6 0.5 4.6	24 M	0446 1133 1729 2346	-0.2 5.4 0.2 4.9
10 M	0418 1104 1641 2315	0.3 4.7 0.7 4.5	25 Tu	0538 1229 1828	0.1 5.2 0.6
11 Tu	0457 1145 1731 2356	0.3 4.8 0.8 4.4	26 W	0034 0629 1316 1927	4.6 0.4 5.1 0.9
12 W	0543 1230 1829	0.3 4.9 0.9	27 Th	0125 0725 1412 2025	4.4 0.7 5.0 1.1
13 Th	0043 0637 1324 1933	4.3 0.4 4.9 1.0	28 F	0221 0821 1512 2120	4.3 0.9 4.9 1.2
14 F	0130 0737 1428 2041	4.2 0.4 5.0 0.9	29 Sa	0320 0916 1609 2213	4.2 1.0 4.9 1.2
15 Sa	0246 0842 1539 2148	4.2 0.3 5.1 0.8	30 Su	0417 1009 1702 2303	4.2 1.0 4.9 1.2
			31 M	0510 1059 1748 2349	4.3 0.9 5.0 1.0

SEPTEMBER 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Tu	0557 1147 1629	4.5 0.8 5.1	16 W	0604 1150 1832	5.2 0.1 5.8
2 W	003 064 123 1908	0.8 4.6 0.7 5.1	17 Th	0025 0659 1247 1923	0.0 5.5 -0.1 5.8
3 Th	0108 0722 131 1944	0.7 4.7 0.6 5.1	18 F	0114 0751 1340 2011	-0.2 5.7 -0.2 5.7
4 F	014 080 1348 2020	0.5 4.9 0.5 5.1	19 Sa	0159 0841 1430 2058	-0.3 5.8 -0.2 5.5
5 Sa	0210 0839 1423 2056	0.4 5.0 0.5 5.0	20 Su	0243 0929 1520 2145	-0.3 5.9 0.0 5.3
6 Su	0239 0917 1459 2132	0.4 5.1 0.6 4.9	21 M	0326 1016 1609 2230	-0.1 5.8 0.3 5.1
7 M	0310 0955 1537 221	0.3 5.2 0.7 4.8	22 Tu	0410 1102 1700 2315	0.2 5.6 0.6 4.9
8 Tu	0346 1036 1620 2252	0.4 5.3 0.8 4.7	23 W	0457 1148 1755	0.6 5.4 1.0
9 W	0427 1120 171 2337	0.5 5.3 1.0 4.6	24 Th	0001 0548 1237 1853	4.7 0.9 5.3 1.3
10 Th	0517 1210 181	0.6 5.3 1.2	25 F	0049 0644 1329 1950	4.6 1.2 5.1 1.5
11 F	0029 0615 1308 1919	4.6 0.7 5.3 1.2	26 Sa	0142 0743 1425 2045	4.5 1.4 5.0 1.6
12 Sa	0130 0722 1416 2029	4.5 0.7 5.3 1.2	27 Su	0239 0840 1523 2136	4.5 1.5 5.0 1.6
13 Su	024 0632 1529 2135	4.5 0.7 5.4 1.0	28 M	0337 0935 1616 2223	4.6 1.5 5.1 1.5
14 M	0356 0942 1637 2236	4.7 0.5 5.5 0.7	29 Tu	0432 1026 1704 2307	4.7 1.4 5.1 1.3
15 Tu	0504 1048 1737 2333	4.9 0.3 5.7 0.4	30 W	0521 1115 1747 2347	4.9 1.2 5.2 1.1

OCTOBER 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Th	0606 1200 1827	5.1 1.1 5.2	16 F	0001 0644 1235 1902	0.2 5.9 0.2 5.6
2 F	0024 0649 1242 1906	0.9 5.2 0.9 5.2	17 Sa	0049 0733 1328 1949	0.0 6.0 0.1 5.4
3 Sa	0058 0728 1322 1945	0.7 5.4 0.7 5.2	18 Su	0133 0820 1414 2034	-0.1 6.0 0.1 5.3
4 Su	0130 0807 1400 2024	0.5 5.5 0.6 5.1	19 M	0218 0905 1500 2119	0.0 5.9 0.2 5.1
5 M	0204 0847 1439 2105	0.4 5.6 0.6 5.0	20 Tu	0257 0948 1545 2202	0.2 5.8 0.5 4.9
6 Tu	0240 0929 1520 2149	0.4 5.7 0.7 4.9	21 W	0338 1031 1632 2245	0.5 5.6 0.8 4.8
7 W	0320 1015 1606 2235	0.4 5.7 0.8 4.9	22 Th	0421 1114 1722 2329	0.8 5.4 1.1 4.7
8 Th	0406 1104 1659 2326	0.5 5.7 1.0 4.8	23 F	0507 1158 1815	1.1 5.3 1.4
9 F	0500 1159 1801	0.7 5.8 1.2	24 Sa	0014 0600 1245 1909	4.6 1.4 5.1 1.6
10 Sa	0023 0603 1300 1910	4.7 0.9 5.5 1.2	25 Su	0102 0658 1334 2002	4.5 1.6 5.0 1.6
11 Su	0129 0715 1407 2018	4.7 1.0 5.5 1.2	26 M	0156 0757 1427 2050	4.6 1.7 5.0 1.6
12 M	0239 0829 1516 2120	4.8 0.9 5.5 1.0	27 Tu	0252 0853 1520 2135	4.6 1.7 5.0 1.5
13 Tu	0351 0937 1621 2217	5.1 0.8 5.6 0.7	28 W	0348 0946 1611 2217	4.8 1.6 5.0 1.3
14 W	0455 1041 1718 2311	5.3 0.6 5.6 0.4	29 Th	0440 1037 1659 2257	5.0 1.4 5.0 1.1
15 Th	0552 1140 1812	5.6 0.4 5.6	30 F	0527 1125 1744 2336	5.2 1.2 5.0 0.8
			31 Sa	0611 1211 1828	5.4 0.9 5.0

NOVEMBER 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Su	0014 0654 1255 1911	0.6 5.6 0.7 5.0	16 M	0109 0800 1357 2012	0.0 5.7 0.1 4.8
2 M	0054 0738 1337 1956	0.3 5.7 0.5 4.9	17 Tu	0151 0843 1441 2055	0.0 5.6 0.2 4.7
3 Tu	0134 0822 1420 2042	0.2 5.8 0.4 4.9	18 W	0232 0924 1523 2136	0.2 5.5 0.4 4.6
4 W	0217 0910 1505 2131	0.1 5.8 0.4 4.8	19 Th	0311 1004 1605 2217	0.3 5.3 0.6 4.5
5 Th	0303 1000 1554 2223	0.1 5.8 0.5 4.8	20 F	0350 1043 1649 2258	0.6 5.2 0.8 4.4
6 F	0353 1054 1649 2319	0.2 5.7 0.7 4.8	21 Sa	0431 1123 1734 2340	0.8 5.0 1.0 4.4
7 Sa	0450 1150 1752	0.4 5.6 0.8	22 Su	0516 1203 1821	1.1 4.9 1.2
8 Su	0018 0557 1249 1858	4.8 0.7 5.5 0.8	23 M	0024 0608 1245 1908	4.4 1.3 4.8 1.3
9 M	0123 0710 1353 2001	4.8 0.8 5.4 0.7	24 Tu	0112 0705 1330 1953	4.4 1.4 4.7 1.2
10 Tu	0232 0822 1458 2100	5.0 0.8 5.3 0.6	25 W	0203 0803 1420 2036	4.5 1.5 4.6 1.1
11 W	0339 0928 1600 2155	5.2 0.7 5.3 0.4	26 Th	0258 0859 1513 2119	4.6 1.4 4.5 1.0
12 Th	0441 1030 1658 2247	5.4 0.6 5.2 0.3	27 F	0352 0954 1607 2202	4.8 1.2 4.5 0.7
13 F	0537 1128 1751 2337	5.6 0.4 5.1 0.1	28 Sa	0445 1047 1700 2248	5.0 1.0 4.5 0.5
14 Sa	0627 1221 1841	5.8 0.3 5.0	29 Su	0535 1139 1751 2335	5.2 0.7 4.5 0.2
15 Su	0024 0715 1311 1928	0.0 5.8 0.2 4.9	30 M	0624 1228 1842	5.4 0.4 4.5

DECEMBER 2009

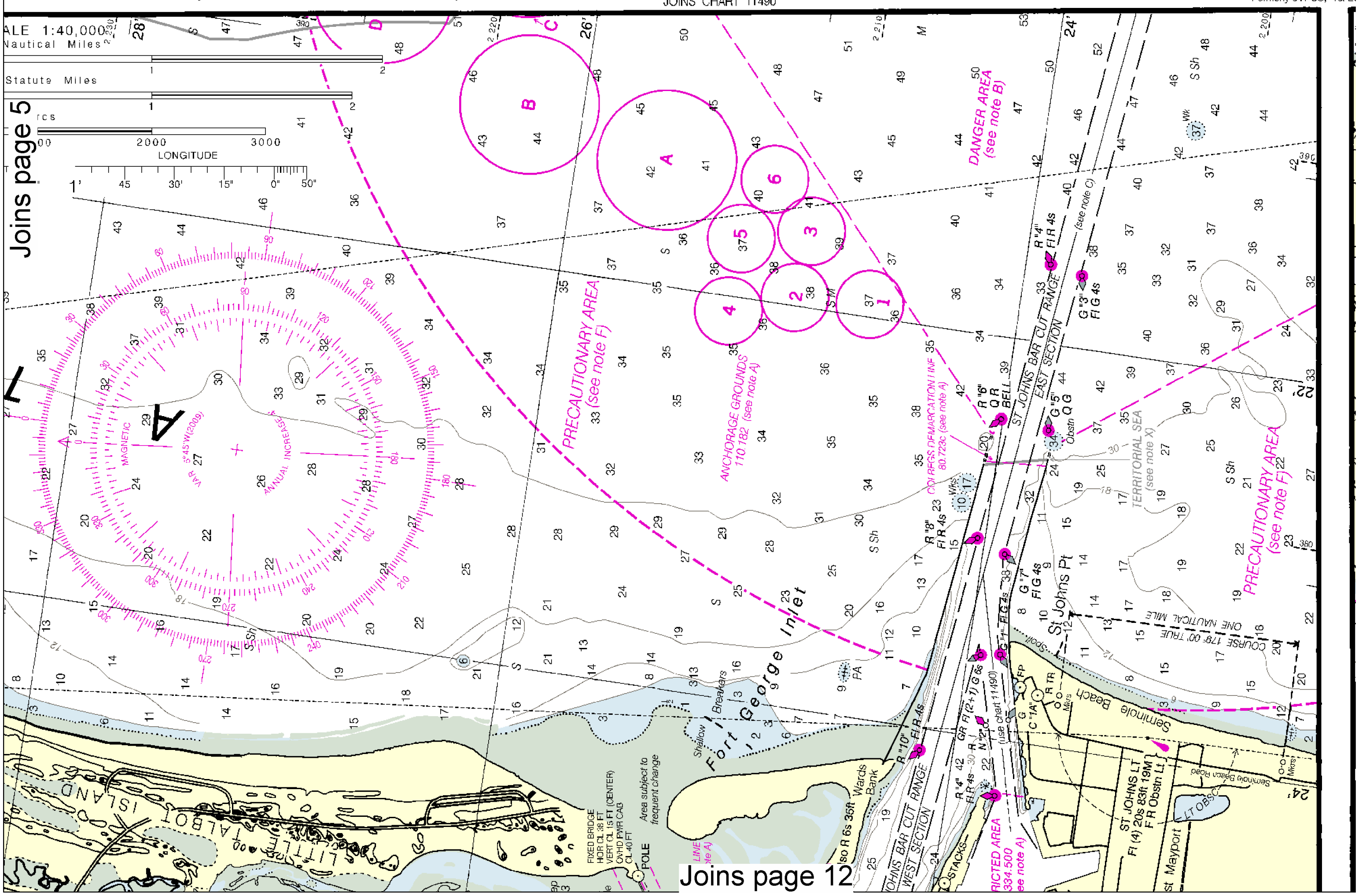
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Tu	0023 0713 1317 1932	-0.1 5.5 0.2 4.5	16 W	0131 0823 1422 2033	-0.1 5.1 0.0 4.2
2 W	0112 0804 1404 2024	-0.3 5.6 0.0 4.6	17 Th	0211 0902 1501 2112	-0.1 5.0 0.1 4.1
3 Th	0201 0856 1453 2118	-0.5 5.7 -0.1 4.6	18 F	0249 0939 1539 2150	0.0 4.9 0.2 4.1
4 F	0251 0949 1543 2213	-0.5 5.7 -0.1 4.6	19 Sa	0325 1014 1616 2229	0.1 4.8 0.3 4.1
5 Sa	0344 1042 1637 2309	-0.4 5.6 0.0 4.7	20 Su	0401 1049 1652 2307	0.3 4.7 0.5 4.1
6 Su	0443 1137 1736	-0.1 5.4 0.1	21 M	0439 1125 1728 2347	0.6 4.6 0.6 4.1
7 M	0008 0550 1233 1837	4.7 0.1 5.3 0.1	22 Tu	0523 1202 1606	0.8 4.5 0.7
8 Tu	0110 0700 1331 1937	4.8 0.3 5.0 0.1	23 W	0029 0613 1241 1847	4.2 0.9 4.3 0.7
9 W	0214 0809 1433 2034	4.9 0.4 4.8 0.1	24 Th	0115 0709 1326 1932	4.2 1.0 4.2 0.6
10 Th	0320 0914 1535 2129	5.0 0.5 4.6 0.1	25 F	0205 0809 1418 2020	4.3 1.0 4.0 0.5
11 F	0422 1015 1635 2222	5.1 0.4 4.5 0.0	26 Sa	0302 0909 1517 2112	4.4 0.9 3.9 0.3
12 Sa	0518 1112 1730 2313	5.2 0.3 4.4 0.0	27 Su	0402 1009 1619 2207	4.6 0.7 3.9 0.1
13 Su	0610 1205 1821	5.3 0.2 4.4	28 M	0502 1108 1720 2304	4.8 0.4 4.0 -0.2
14 M	0002 0657 1254 1908	-0.1 5.3 0.1 4.3	29 Tu	0600 1204 1818	5.0 0.1 4.0
15 Tu	0048 0742 1340 1951	-0.1 5.2 0.0 4.2	30 W	0000 0655 1258 1914	-0.6 5.2 -0.2 4.2
			31 Th	0055 0749 1349	-0.8 5.3 -0.5

Time meridian 75° W. 0000 is midnight. 1200 is noon.
Heights are referred to mean lower low water which is the chart datum of soundings.

JOINS CHART 11490

Formerly 841-SC, 1st Ed

MARIN
NATIO
Jacksc
*Reco
NOAA
CITY
Baxley,
Waycro
Jackso
Brunsw
Jesup,
Palatka
CITY
Maypo
*Prece
Distr
chan



Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

RINE WEATHER FORECASTS
IONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
ksonville, FL	*(904) 741-4311	8:30 AM-5:00 PM (Mon.-Fri.)
cording (24 hours daily)		

AA WEATHER RADIO BROADCASTS

	STATION	FREQ. (MHz)	BROADCAST TIMES
y, GA	WXM-65	162.525	24 hours daily
cross, GA	WXK-75	162.475	24 hours daily
sonville, FL	KHB-39	162.550	24 hours daily
sw ck, GA	WWH-39	162.425	24 hours daily
p, GA	WXJ-28	162.450	24 hours daily
lka FL	WNG-522	162.425	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS

	STATION	FREQ	DAILY BROADCAST - EST	SPECIAL WARNING
port, FL	NMA - 10	2670 kHz	1:20 AM & PM	*On receipt
		157.1 MHz	7:15 AM, 5:15 PM	*On receipt

ceded by announcement on 2182 kHz/156.8 MHz

stress calls for small craft are made on 2182 kHz or
annel 16 (156.80 MHz) VHF.

NO	SMALL CRAFT FACILITY	DEPTHS: CHART SIDE	DEPTHS: APPROACH-FEET (REPORTED)	SERVICES: ALONGSIDE-FEET (REPORTED)	SERVICES: BERTHS (APPROXIMATE NUMBERS)	SERVICES: RAMP	SERVICES: REPAIRS	SERVICES: LIFT	SERVICES: MARINE RAILWAY-FEET	SERVICES: BOAT RENTAL	SERVICES: CHARTER-MOTOR-SAIL	SERVICES: FOOD-LODGING-CAMPING	SERVICES: TOILETS-SHOWERS-LAUNDRY	SERVICES: PUMP-OUT STATION	SUPPLIES: WATER	SUPPLIES: GASOLINE	SUPPLIES: DIESEL	SUPPLIES: OIL	SUPPLIES: TACKLE	SUPPLIES: CHART SALES	SUPPLIES: WEATHER	SUPPLIES: BRIDGES	SUPPLIES: HARDWARE	
4	BRUNSWICK LANDING MARINA	A	39	17	B	E			HMR			50	C	FL	TSL[2]	WD	C	W						DG
6	JEKYLL WHARF MARINA	A	12	10	B	E						C	M	C	FLC	TSL[2]	W	C	WI	GH	BT			DG
6G	JEKYLL HARBOR MARINA	A	11	10	B	E								F	TSLP	WD	C	WI	GH	BT	DG			
7	LANGS MARINA EAST	A	14	20	B	E	G							FL	TSLP	W			WI	GH	BT	DG		
9	FERNANDINA HARBOR MARINA	A	25	25	B	E	S		M			M		FL	TSLP	W	C	WI	H	BT	DG			
11	AMELIA ISLAND YACHT BASIN	A	5	6	B	E			HMR					F	TSLP	WD	C	WI	H	B				
26	BEACH MARINE	B	7	7	B	E	S		HMR				M	C	PC	TSLP	WD	C	WI	GH	BT	DG		
27	PALM COVE MARINA	B	4	4	B	E	S		HMR			35		F	TSLP	WD	C	WI	GH	BT	DG			

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.
THE TABULATED "APPROACH-FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.
THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadron (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS – Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281.

USCGAUX – 7th Coast Guard District, Brickell Plaza Federal Building, 909 S.E. 1st Ave., Miami, FL 33131-3050, 305-350-5697 or USCG Headquarters (CG-BAU), Washington, D.C. 20593-0001.

Entrance ----- Jekyll Creek, Cumberland Cabin Bluff,

Entrance ----- Jekyll Creek, Cumberland Cabin Bluff,

St. Marys Ent Beach Creek Stafford Islan Old Fernandi Kingsley Cree

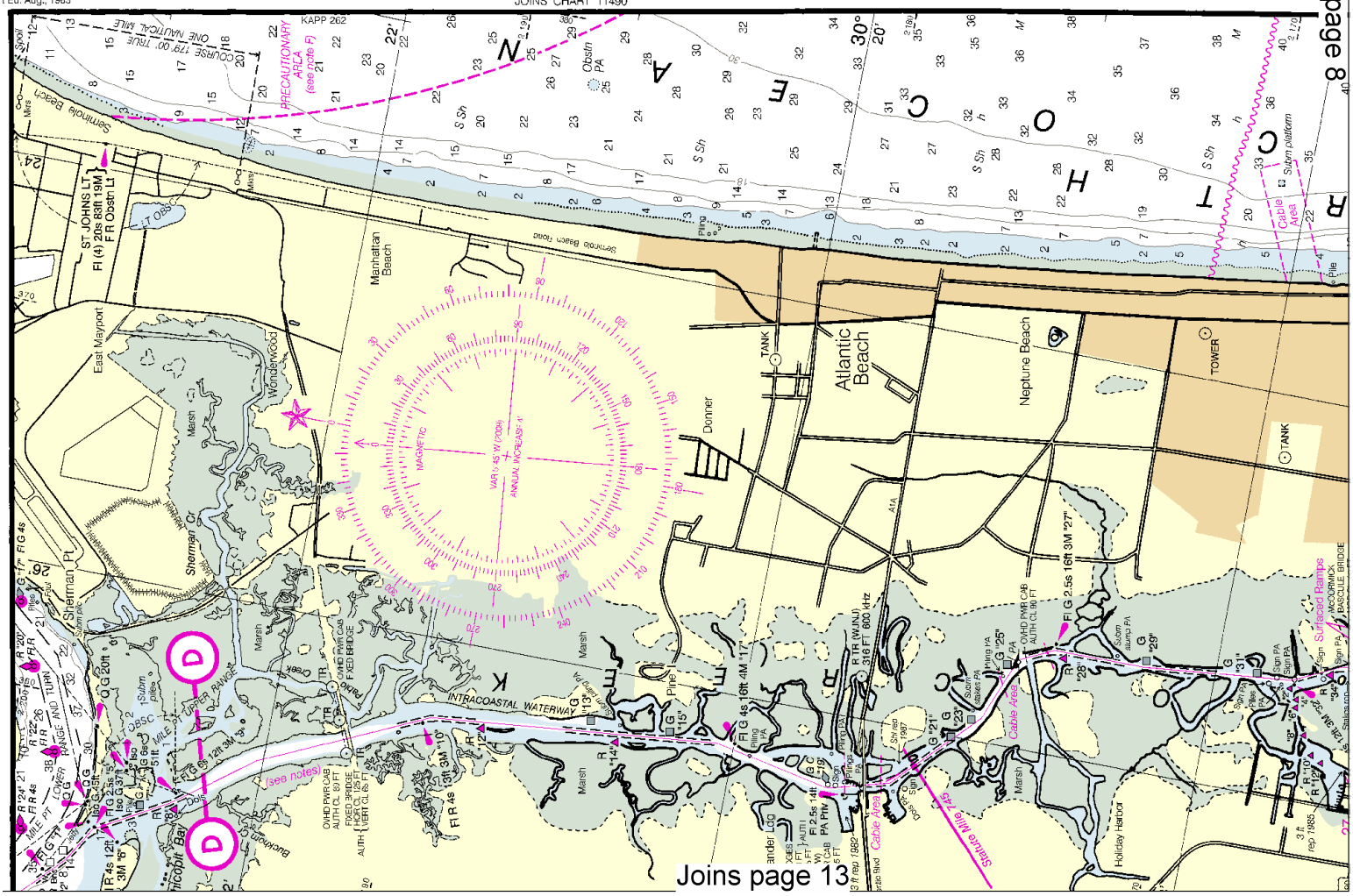
Midsound, 1 South Amelia Nassau River Fort George

ST. JOHNS R Mayport ----- Mile P Pablo Sisters

Joins page 8

*Due to

t Ed. Aug., 1963 JOINS CHART 11490



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

TIDAL CURRENT DATA

PLACE	POSITION		MAXIMUM CURRENTS			
			Flood		Ebb	
	Lat.	Long.	Direction (true)	Average velocity	Direction (true)	Average velocity
	° ′ N.	° ′ W.	deg.	knots	deg.	knots
ST. SIMONS SOUND						
Entrance	31 08	81 24	300	2.1	110	1.9
Brunswick River, Off Quarantine Dock	31 07	81 28	300	1.3	125	2.1
Brunswick, off Prince Street Dock	31 06	81 30	340	1.0	165	1.3
ST. ANDREWS SOUND						
Entrance	30 59	81 24	270	2.1	105	2.2
Jekyll Creek, south entrance	31 02	81 26	60	1.0	230	1.4
Cumberland River, north entrance	30 57	81 26	190	1.3	20	1.5
Cabin Bluff, Cumberland River	30 53	81 31	170	1.3	355	1.3
CUMBERLAND SOUND						
St. Marys Entrance	30 43	81 27	275	2.3	90	2.6
Beach Creek entrance, 0.2 mile NW of	30 44	81 29	340	1.5	165	2.2
Stafford Island, west of	30 49	81 29	0	1.3	180	1.3
Old Fernandina, Amelia River	30 41	81 28	190	1.4	0	1.8
Kingsley Creek, highway bridge	30 38	81 29	150	1.1	330	1.6
NASSAU SOUND						
Midsound, 1 mi. N. of Sawpit Creek entrance	30 31	81 27	310	1.7	135	1.7
South Amelia River, off Walker Creek	30 32	81 28	340	1.4	160	1.4
Nassau River, SW of Mesa Marsh	30 32	81 29	295	1.5	130	1.7
Fort George River	30 27	81 27	335	0.3	160	0.9
ST. JOHNS RIVER						
ST. JOHNS RIVER ENTRANCE (between jetties)	30 24	81 23	275	1.9	100	2.3
Mayport	30 24	81 26	210	2.2	25	3.1
Mile Point, southeast of	30 23	81 27	240	2.7	75	2.9
Pablo Creek bascule bridge	30 19	81 26	180	*3.4	0	*5.2
Sisters Creek entrance (bridge)	30 23	81 28	0	1.4	180	1.4

*Due to changes in the waterway this velocity is probably too large.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Rcf radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

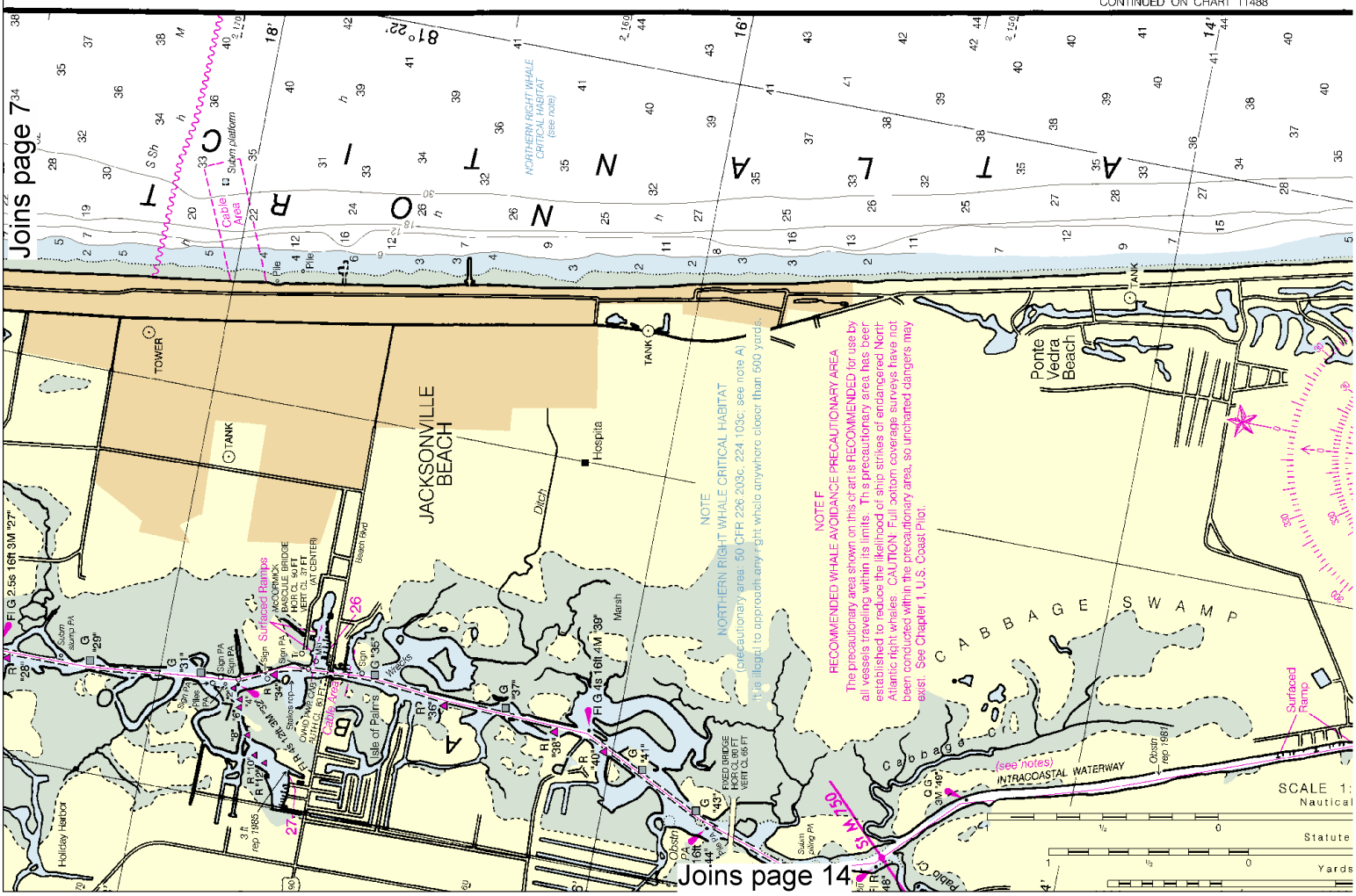
Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21, Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

CONTINUED ON CHART 11488



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

MERCATOR PROJECTION AT SCALE 1:40,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

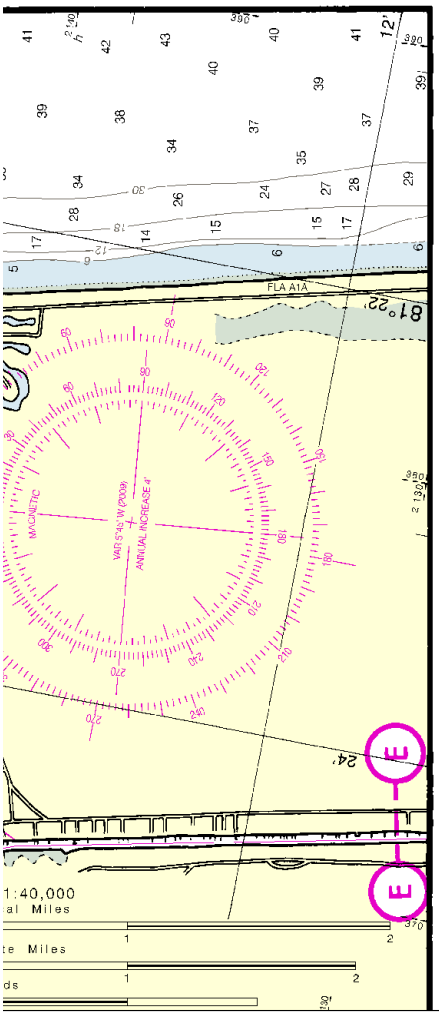
PLANE COORDINATE GRID

(based on NAD 1927)

The Florida State Grid, east zone, is indicated on this chart at 10,000 foot intervals thus: -+-
The last three digits are omitted.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.



NAUTICAL CHART 11489

INTRACOASTAL WATERWAY

THE NATION'S CHARTMAKER SINCE 1807

GEORGIA - FLORIDA

ST. SIMONS SOUND TO TOLOMATO RIVER

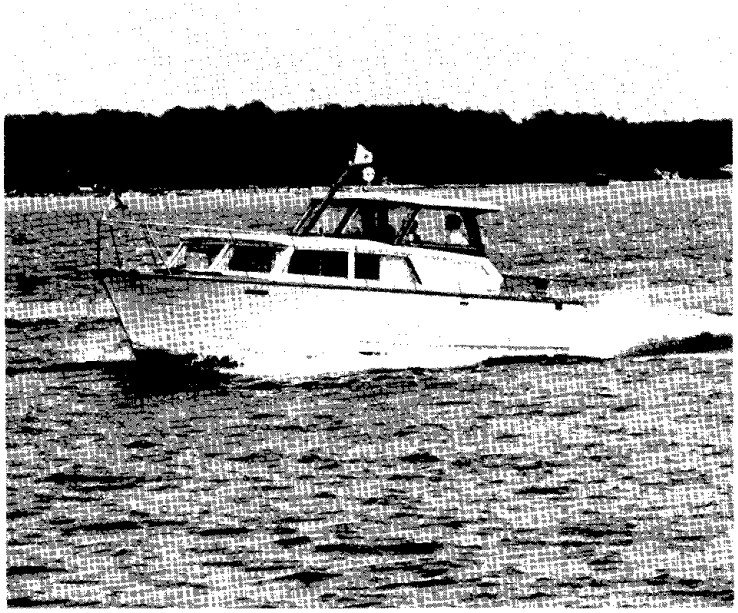
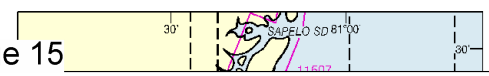


Chart 11489 38th Ed., Jan. /09 ■
Corrected through NM Jan. 24/09, LNM Jan. 13/09

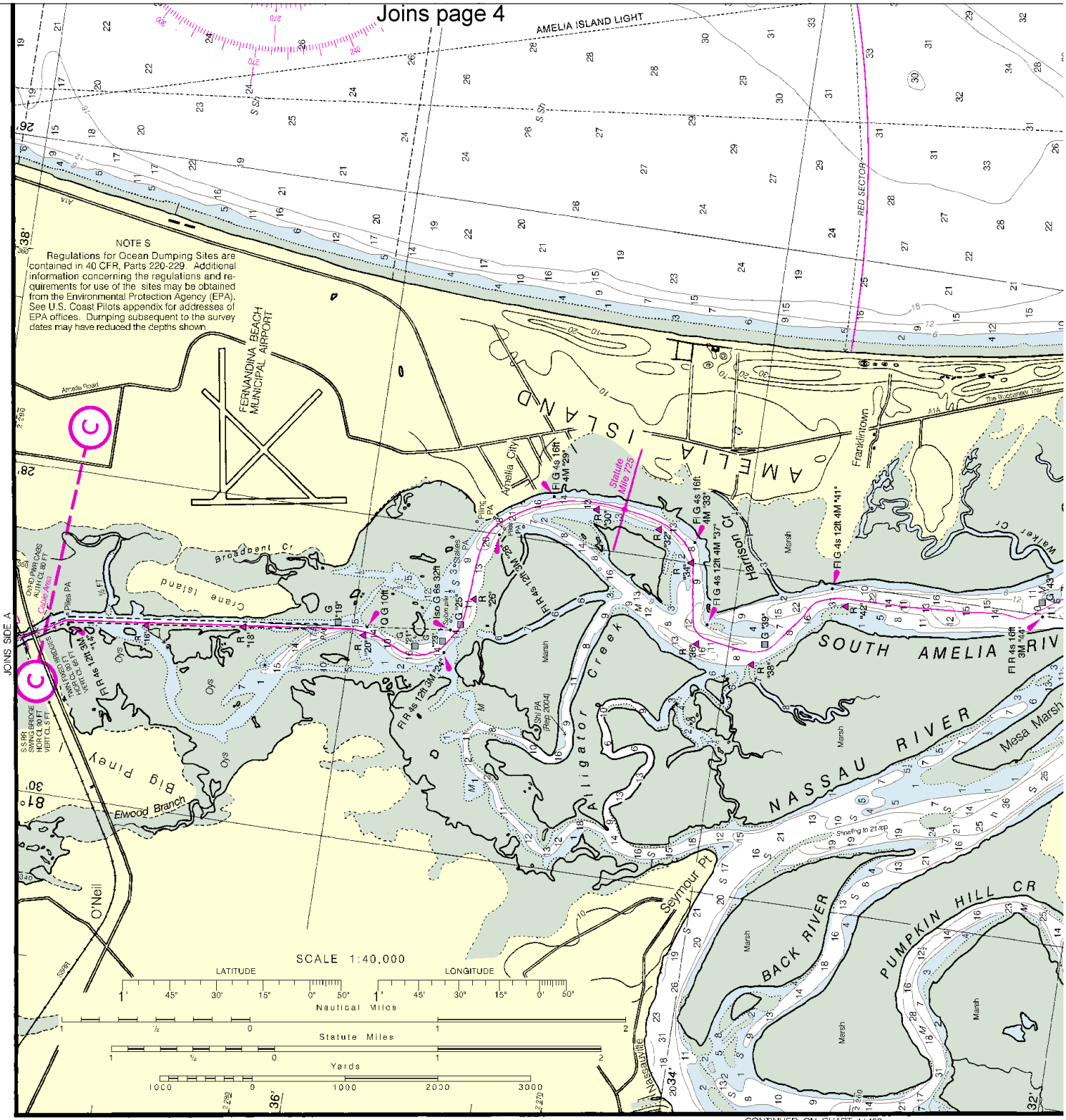
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

NAUTICAL CHART DIAGRAM



Joins page 15

Joins page 4



CONTINUED ON CHART 11488

SIDE B

JOINS SIDE A

Joins page 16

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

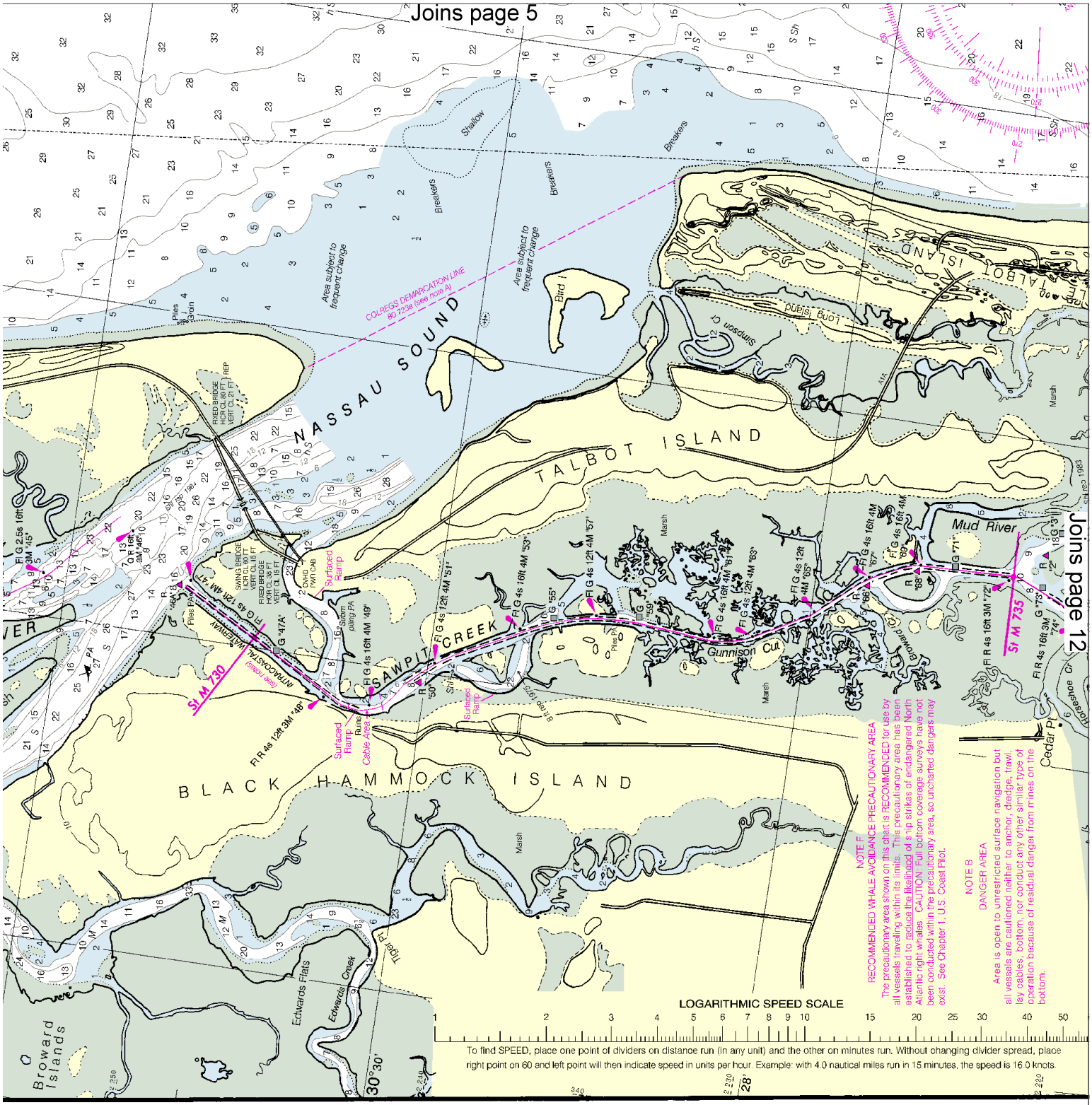
Nautical Miles

1 ½ 0 1 2 3

Yards

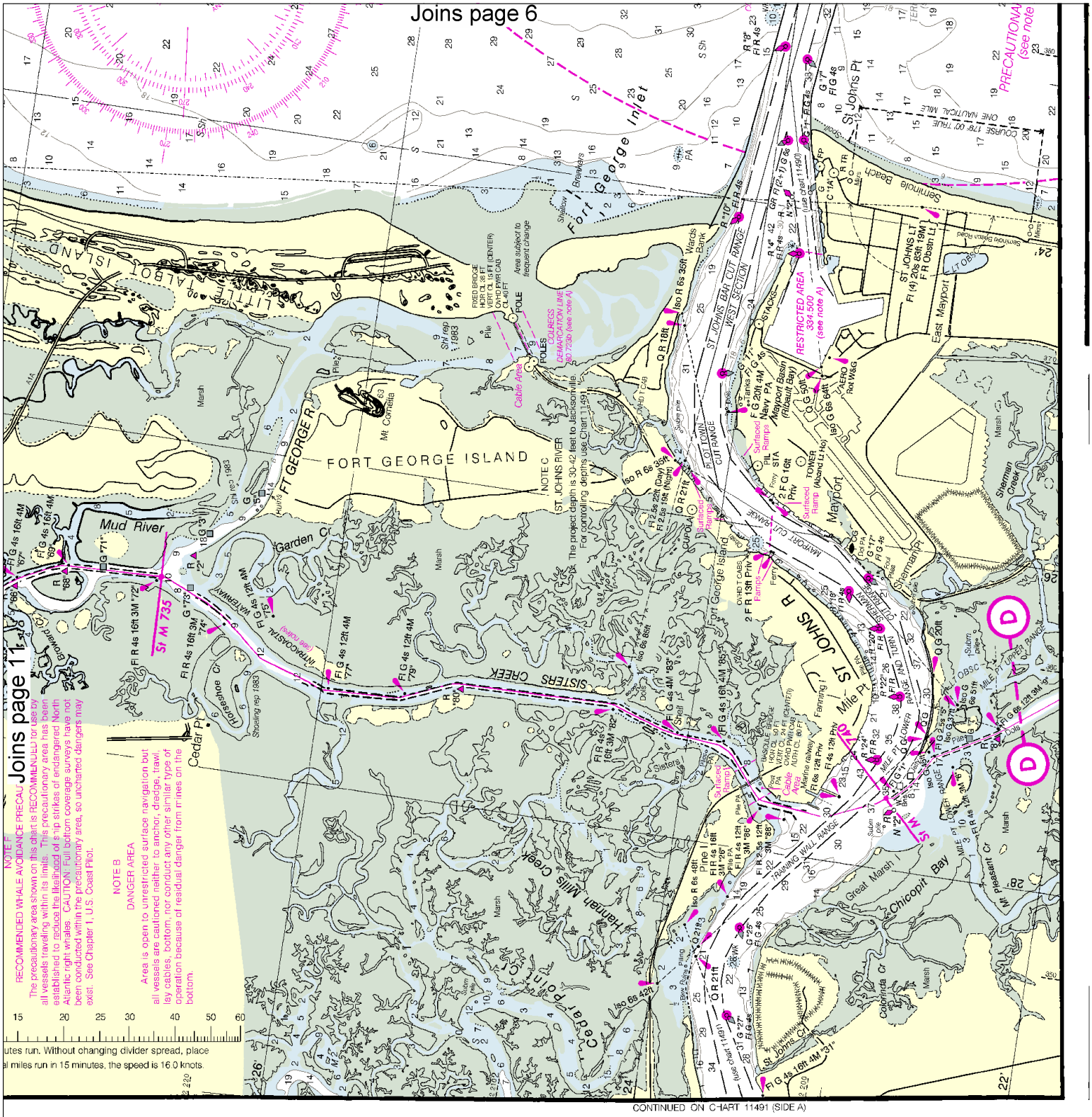
1000 0 1000 2000 3000 4000 5000

Joins page 5



Joins page 12

Joins page 17



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

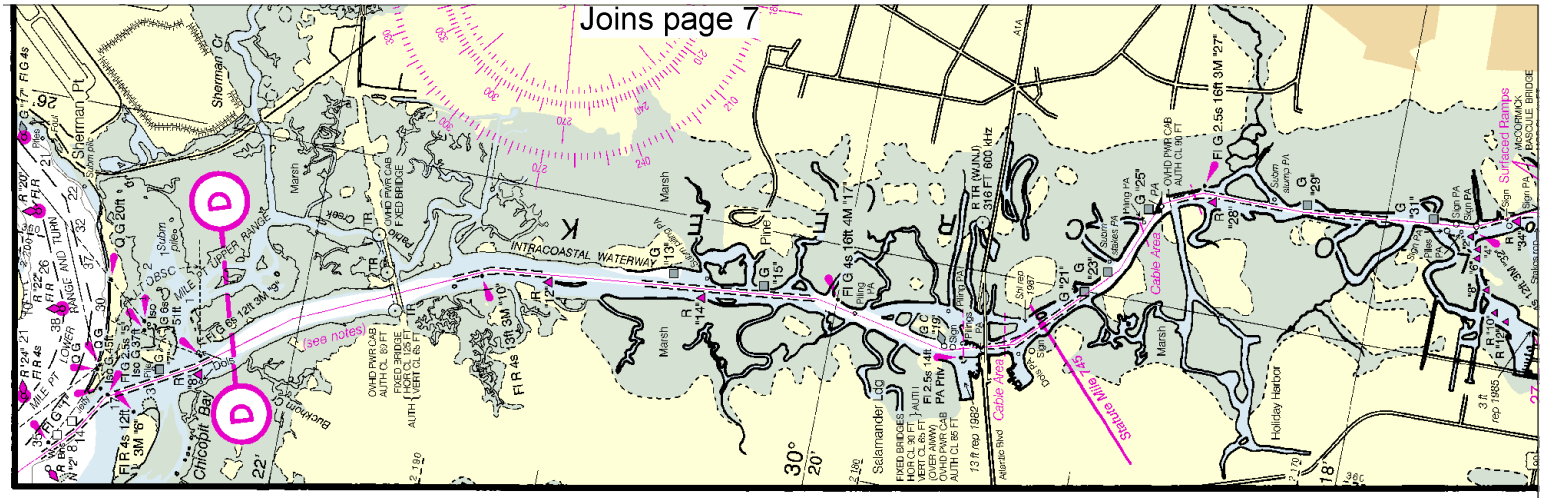
Nautical Miles

1 ½ 0 1 2 3

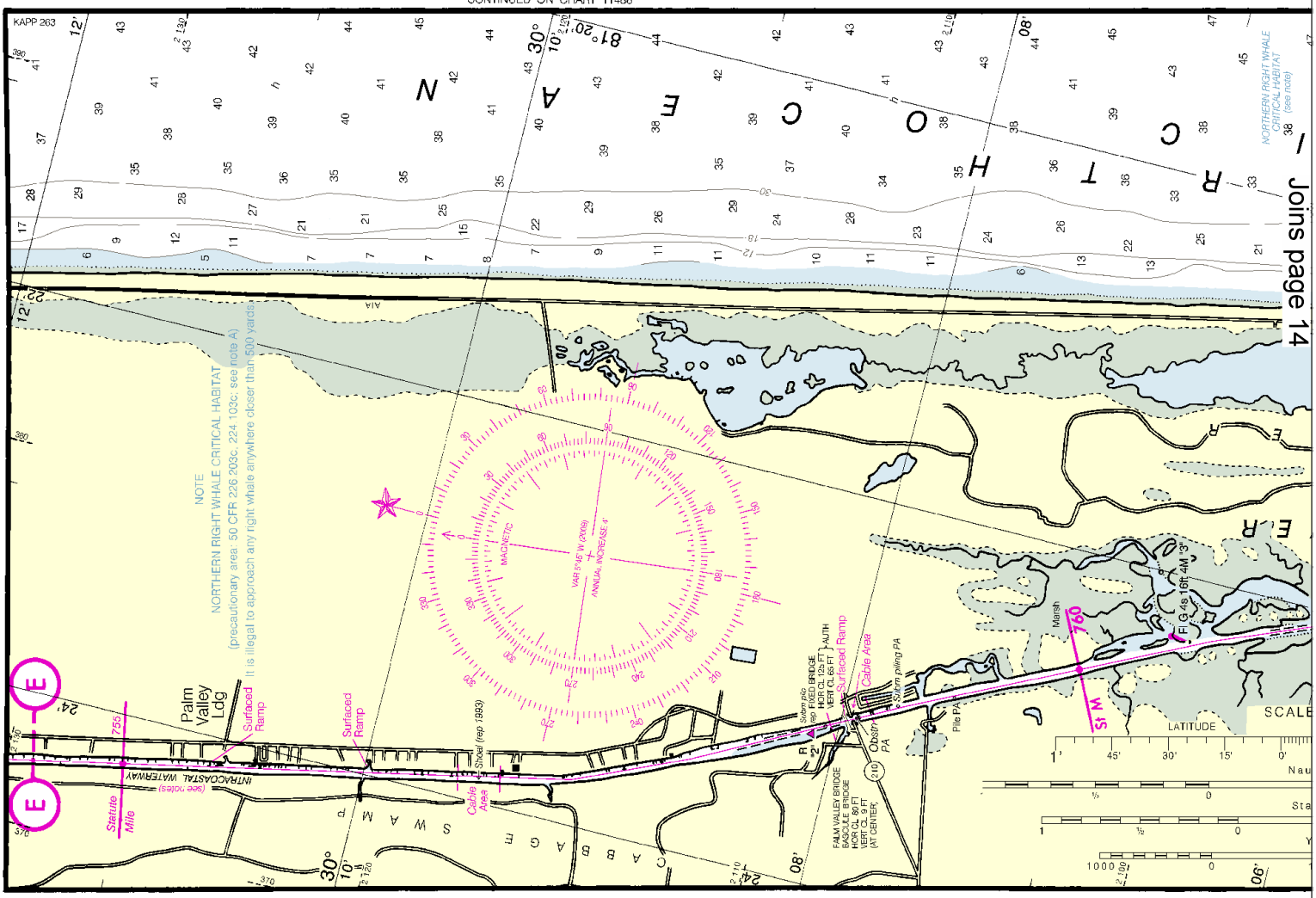
Yards

1000 0 1000 2000 3000 4000 5000

Joins page 7

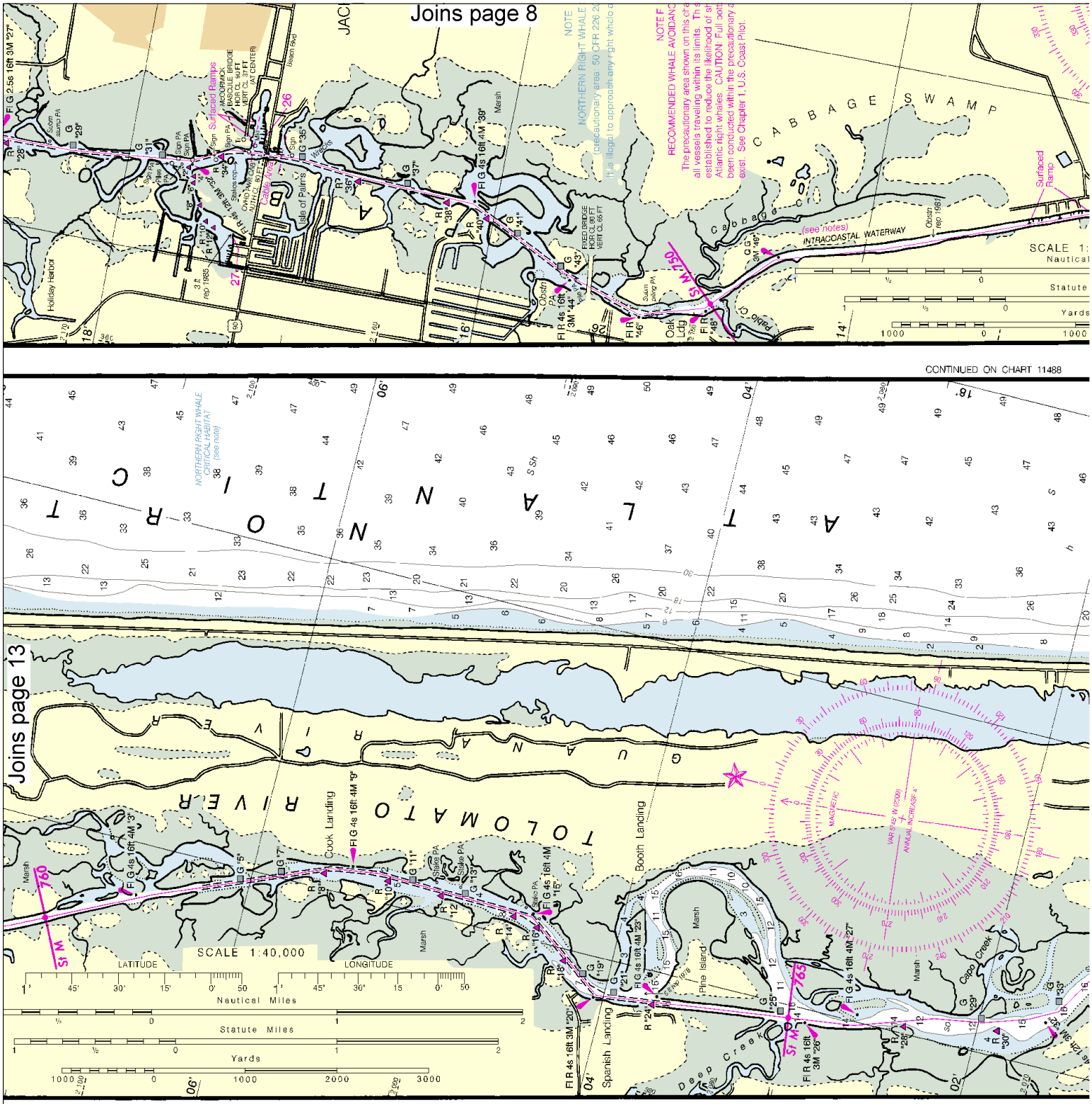


CONTINUED ON CHART 11488



Joins page 14

Joins page 19



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 9

Chart 11489 38th Ed., Jan. /09 ■
Corrected through NM Jan. 24/09, LNM Jan. 13/09

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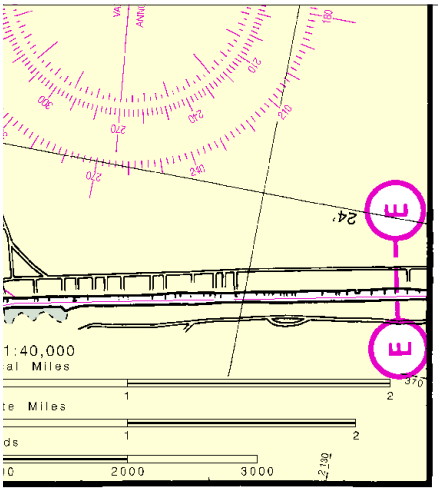
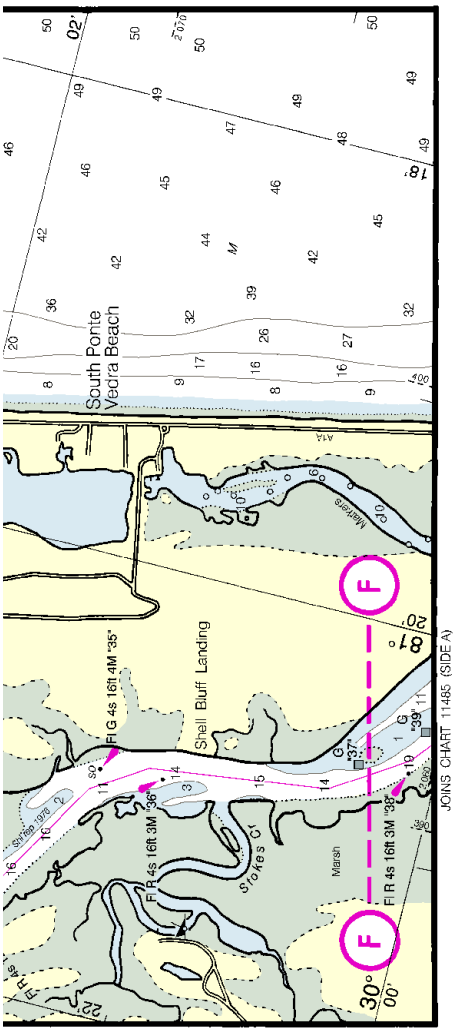
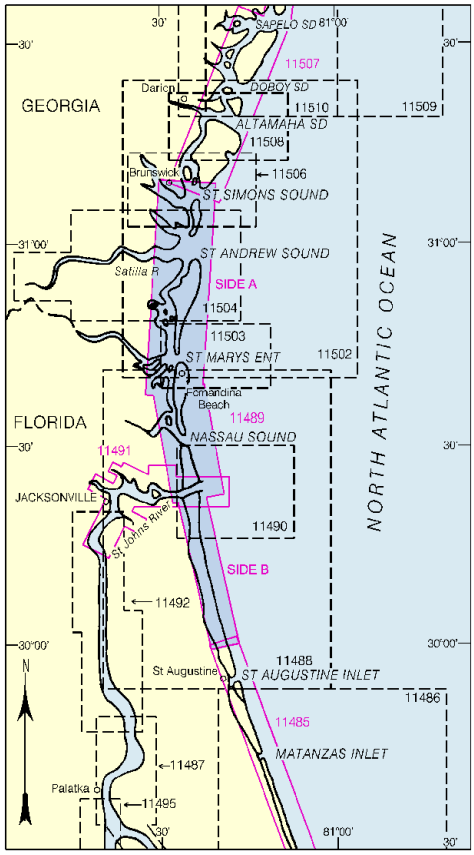
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY





NAUTICAL CHART DIAGRAM



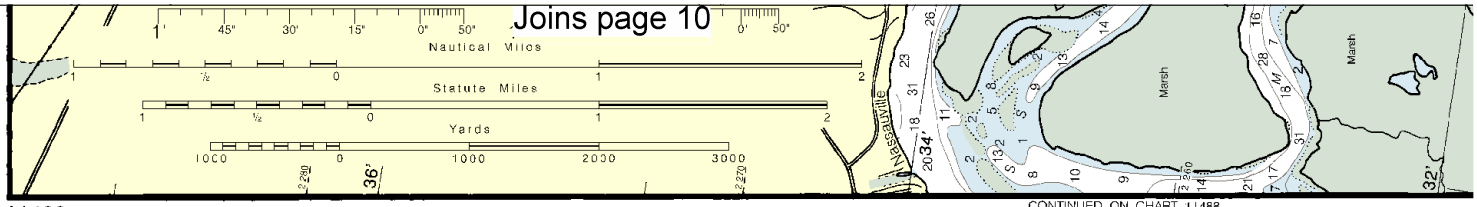
11489

NSN 7642014010253
NGA REFERENCE NO. 11XHA11489
ED NO. 38

SIDE B

Joins page 21

Joins page 10



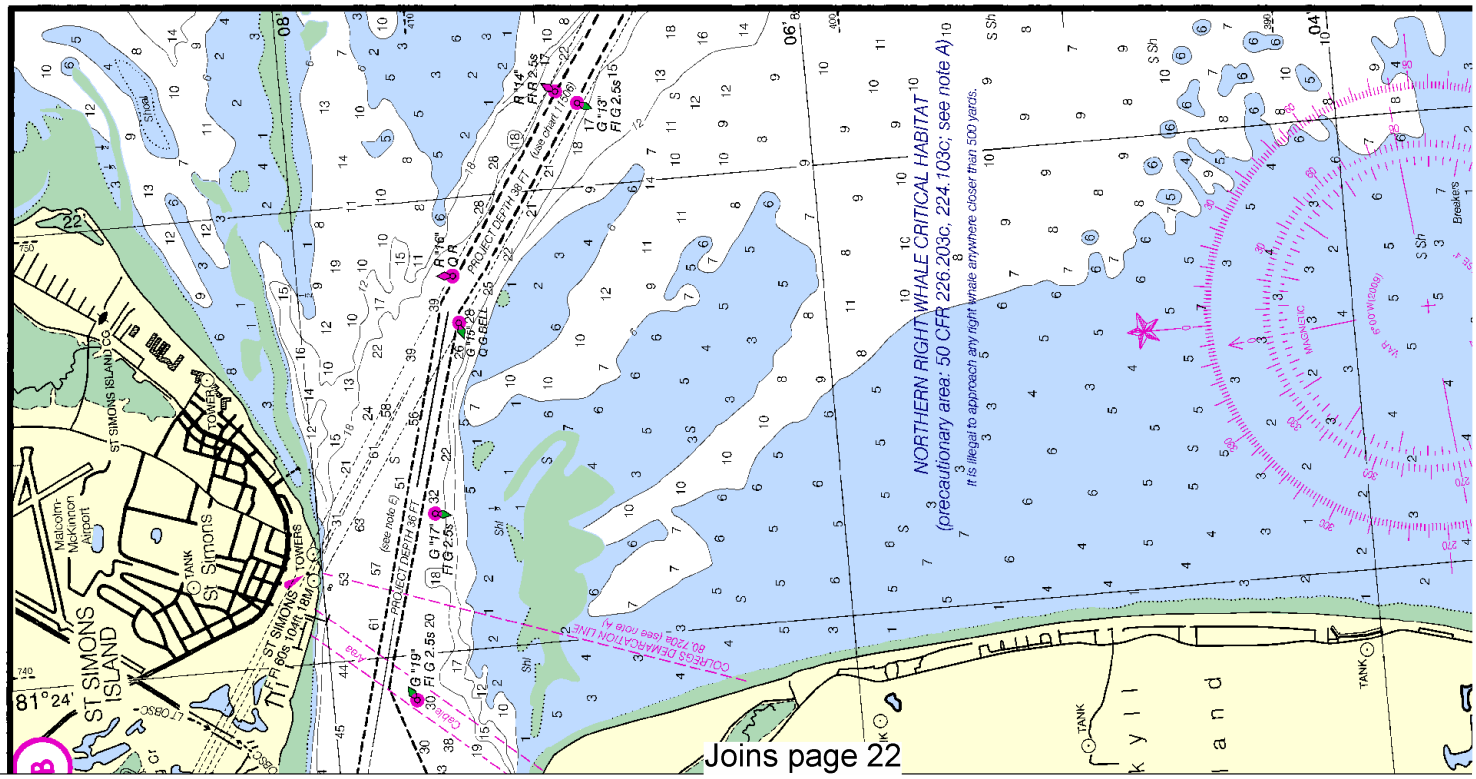
11489 38th Ed., Jan./09; Corrected through NM Jan. 24/09, LNM Jan. 13/09

CONTINUED ON CHART 11488

NOTE E

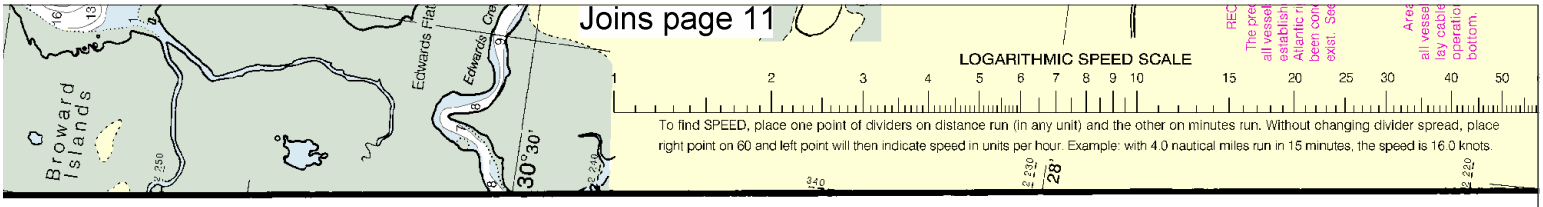
Mariners are cautioned that intermittent open water spoil disposal operations may be conducted in the area south of St. Simons Light. Dumping only takes place in depths greater than 50 feet.

JOINS CHART 11506



Joins page 22

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.



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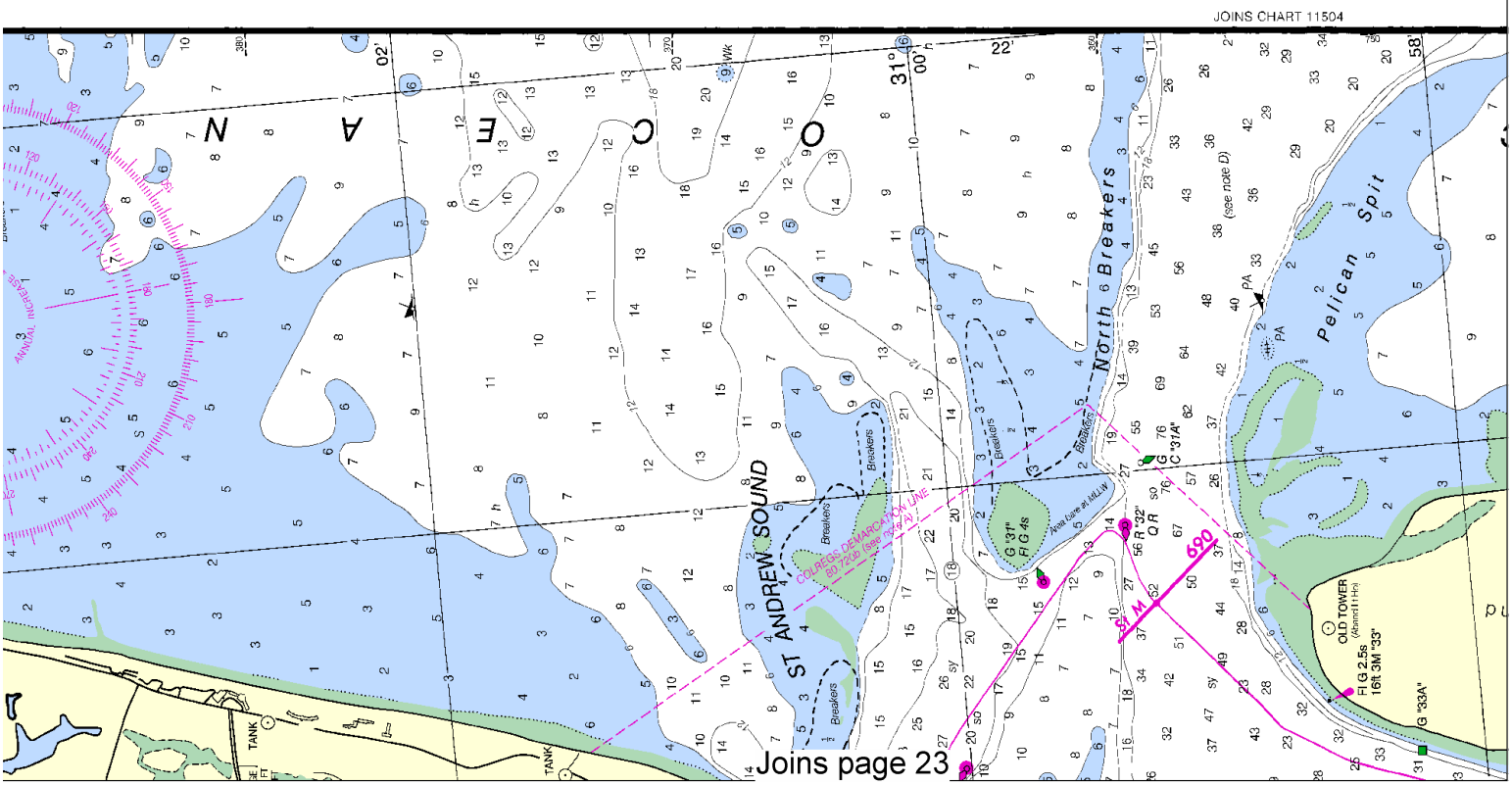

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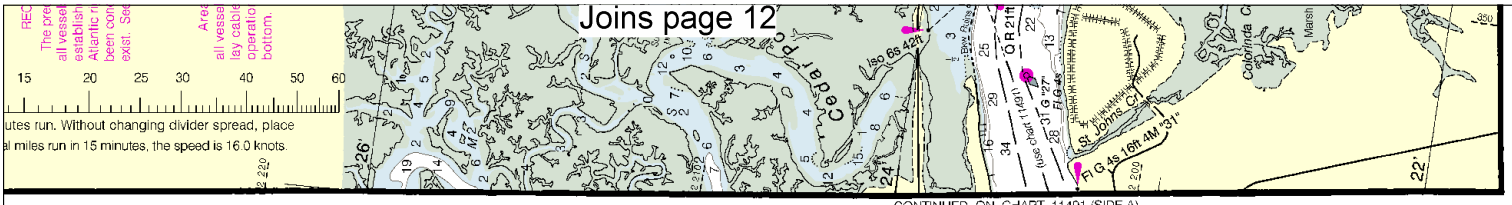

CONTINUED ON CHART 11491 (SIDE A)

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE D

CAUTION

The entrance to St. Andrew Sound is subject to frequent change. Buoys 3, 5, 7 and 9 are not charted as they are frequently shifted in position.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

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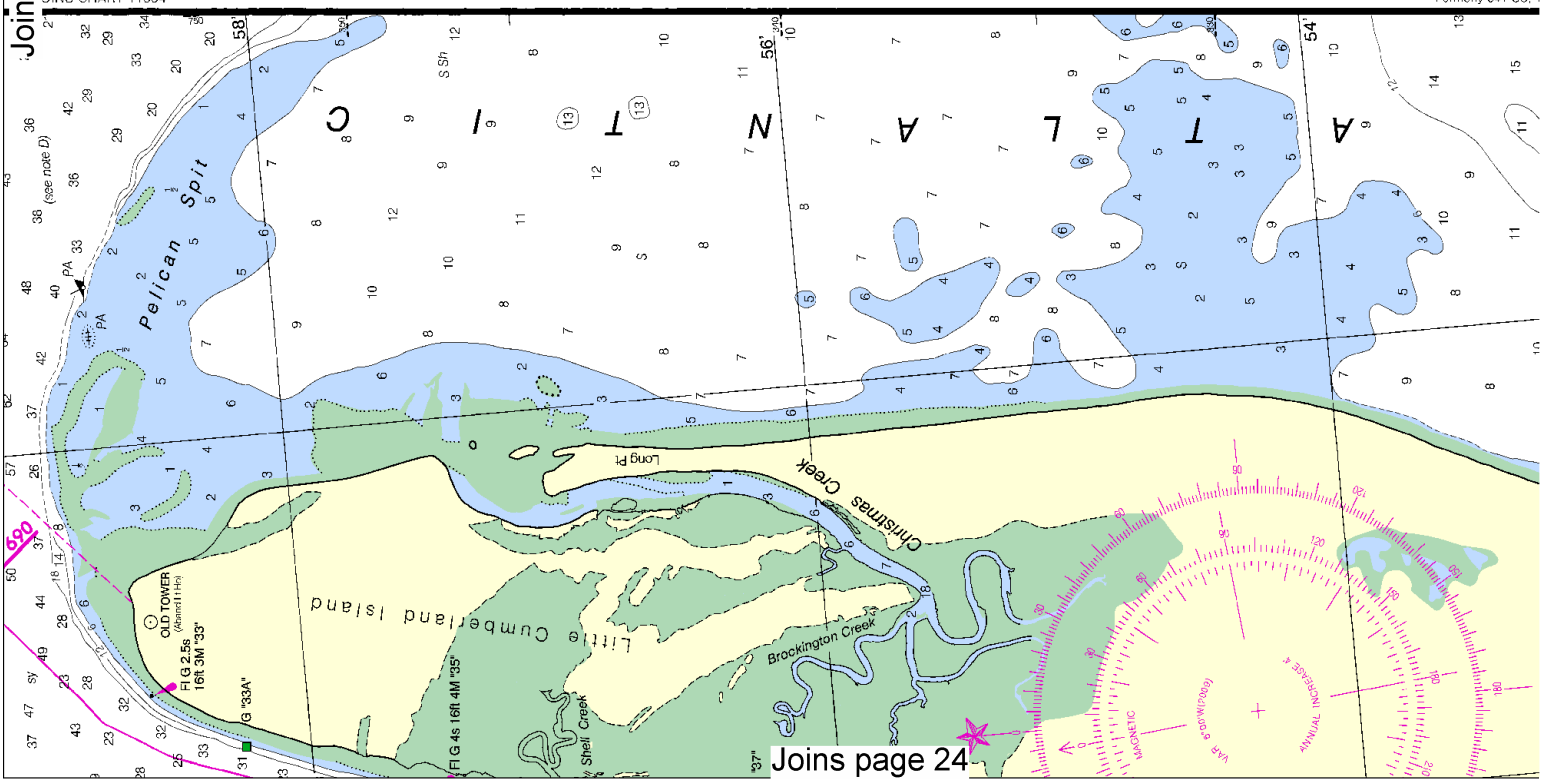
OINS CHART 11504

Formerly 841-SC, 1



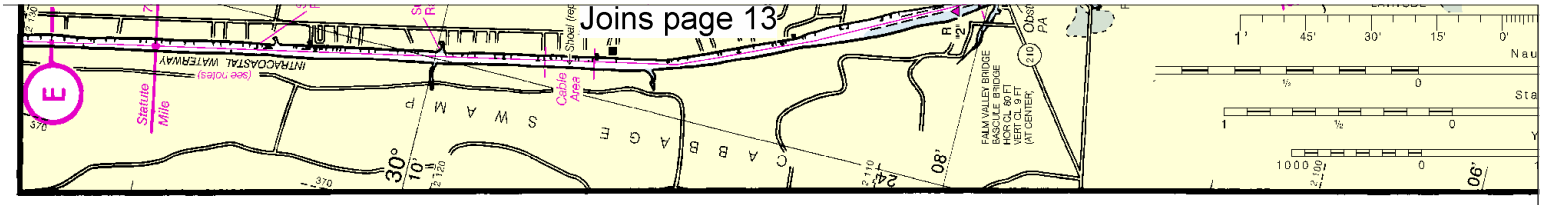
Joins page 24

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.



NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U. S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

PLANE COORDINATE GRID

(based on NAD 1927)

Florida State Grid, east zone, is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.853" northward and 0.662" eastward to agree with this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

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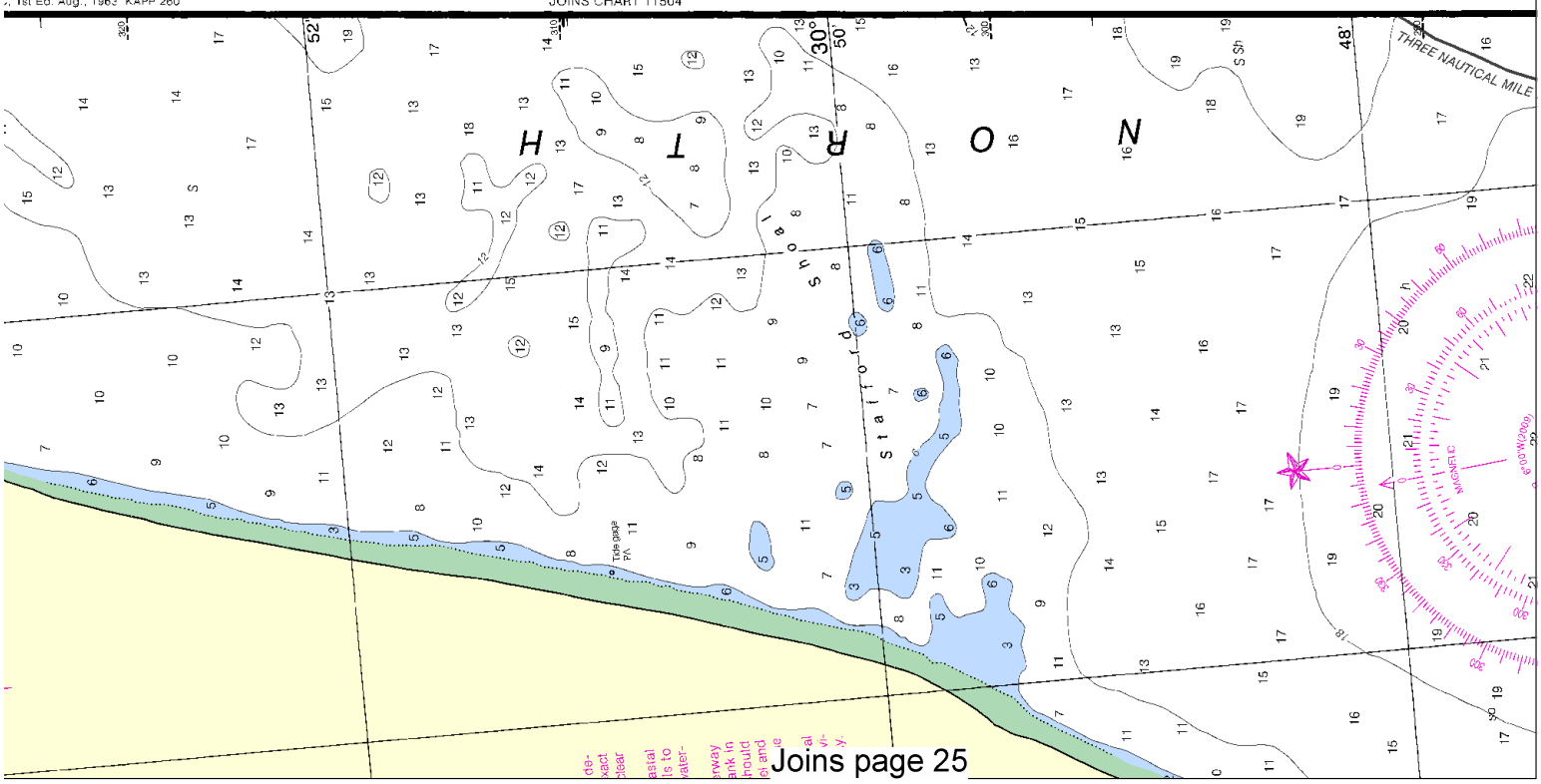
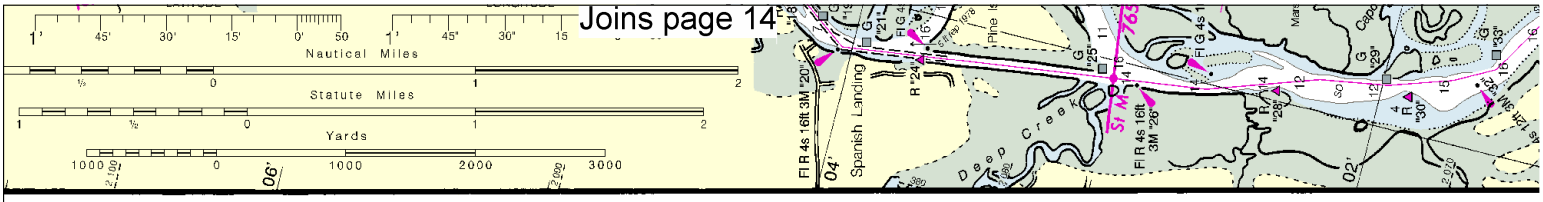
, 1st Ed. Aug., 1963 KAPP 260

JOINS CHART 11504



Joins page 14



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1984 (WGS 84).
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0.662" eastward

CABLES
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Cable Area

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CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida or Savannah, Georgia.

Refer to chartec regulation section numbers.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critica corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as tradit onal NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://Nautica Charts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

Additional information can be obtained at nauticalcharts.noaa.go

SEDIMENT TRAPS

Sediment traps are designed to delay shoaling of the navigab portion of a channel by trapping advancing littoral material. Sedime traps may shoal at a rapid rate spilling over into the adjace navigation channel; therefore, mariners should exercise caut when operating near them.

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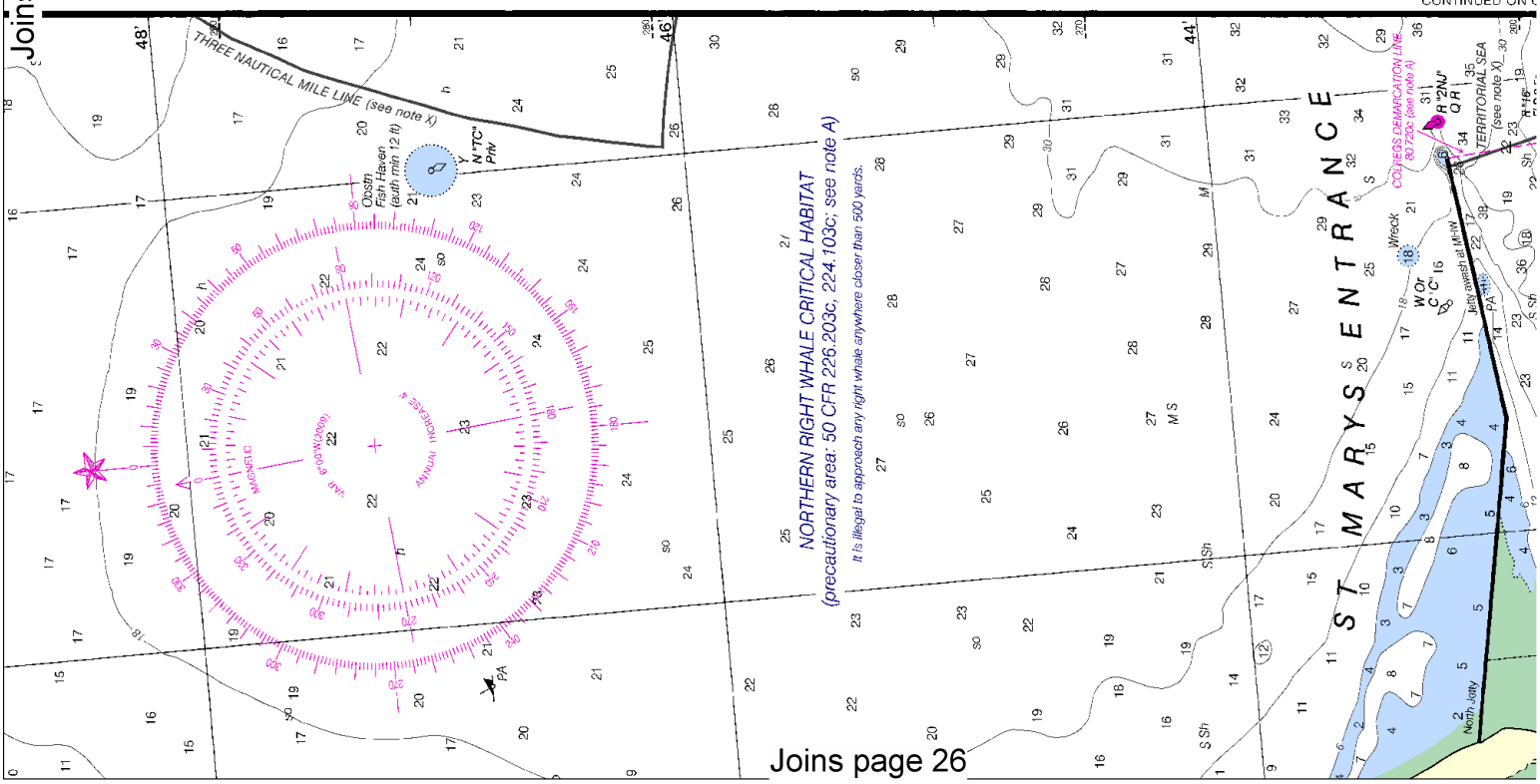

Joins page 26

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See Note on page 5.

Joins page 15

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NGA REFERENCE NO. 11XHA11489
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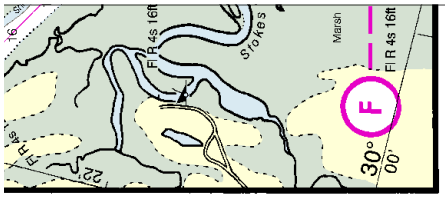

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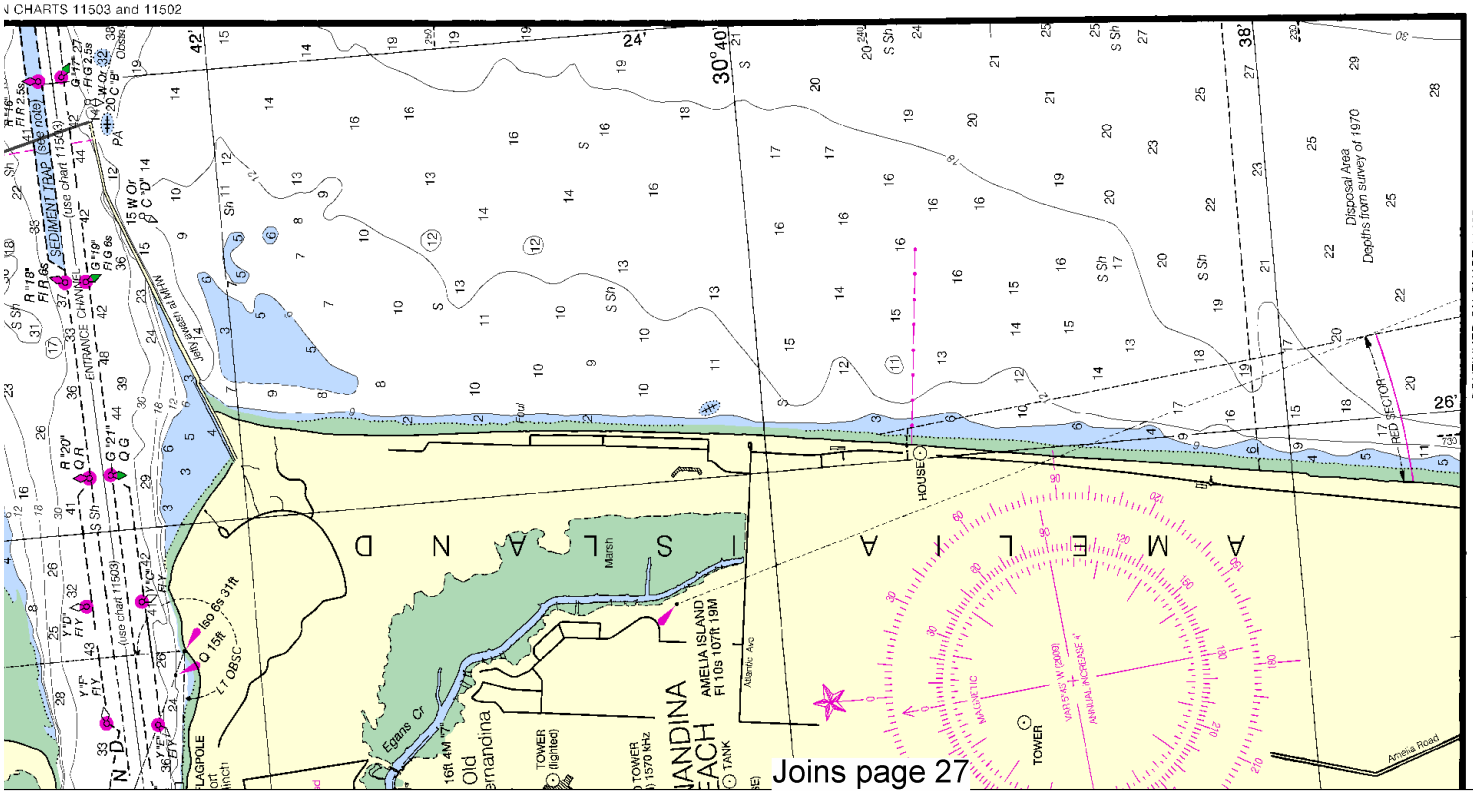
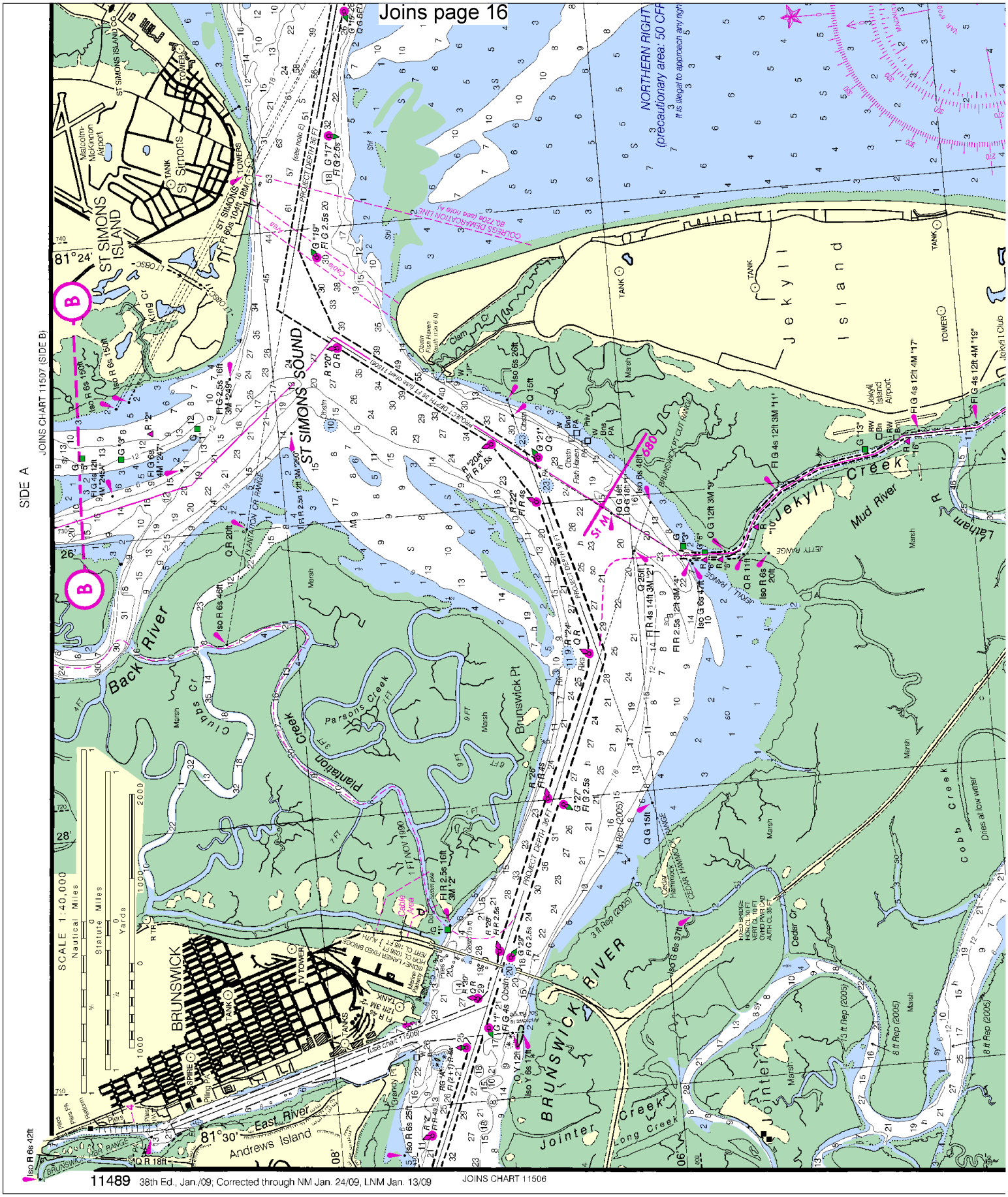
CHARTS 11503 and 11502



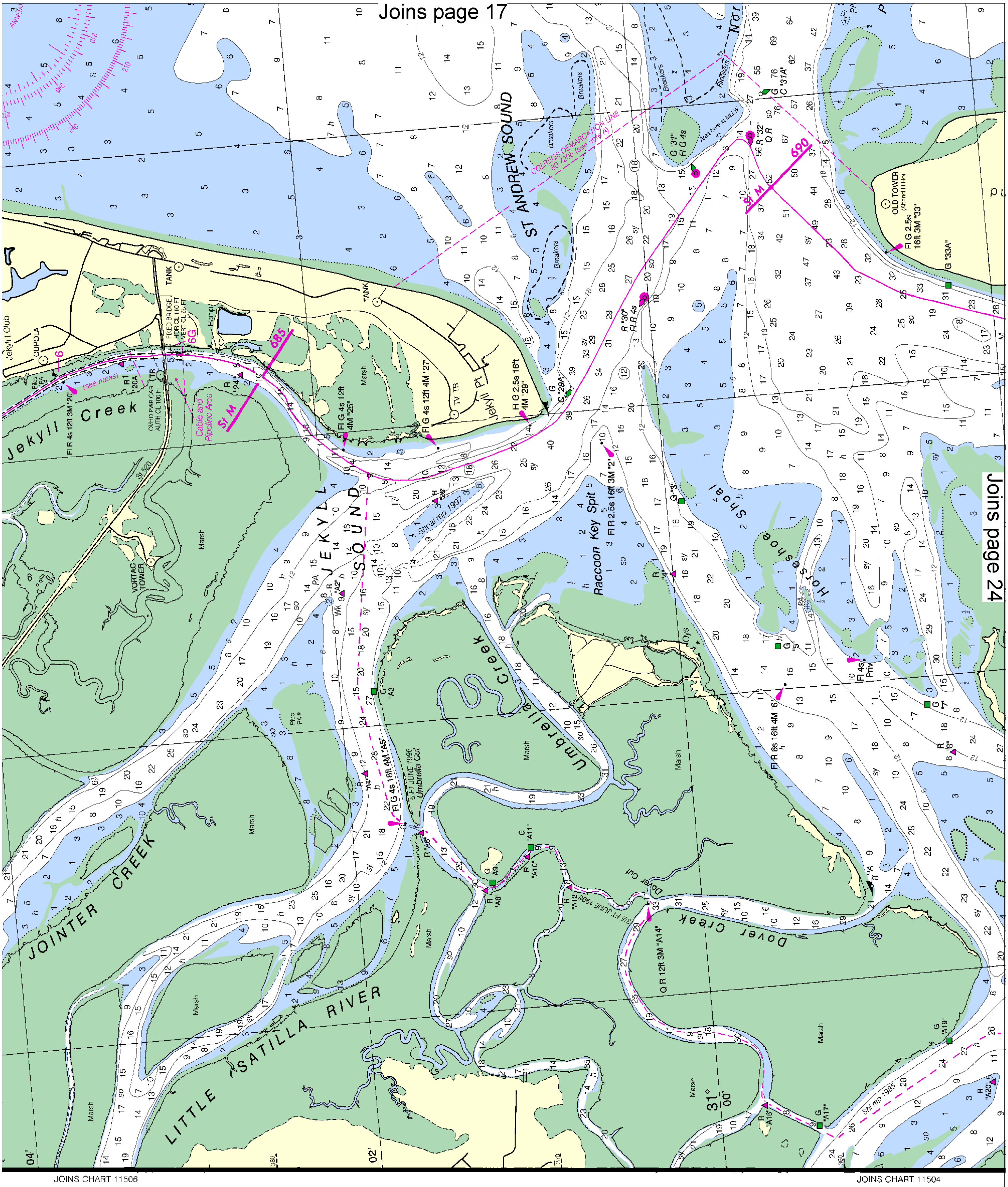
Joins page 27



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 17
Joins page 24
ST ANDREW SOUND
COLREGS DEMARCATION LINE 80.720b (see note A)
Jekyll Creek
JEKYLL SOUND
Jekyll Pt
Jekyll I Club
CUPOLA
TANK
FIXED BRIDGE
Cable and Pipeline Area
Shoal rep 1997
Raccoon Key Spit
Horseshoe Shoal
Umbrella Creek
Umbrella Cut
Dover Creek
Dover Cut
JOINTER CREEK
LITTLE SATILLA RIVER
VORTAC TOWER
OLD TOWER
Breakers
Marsh
685
690
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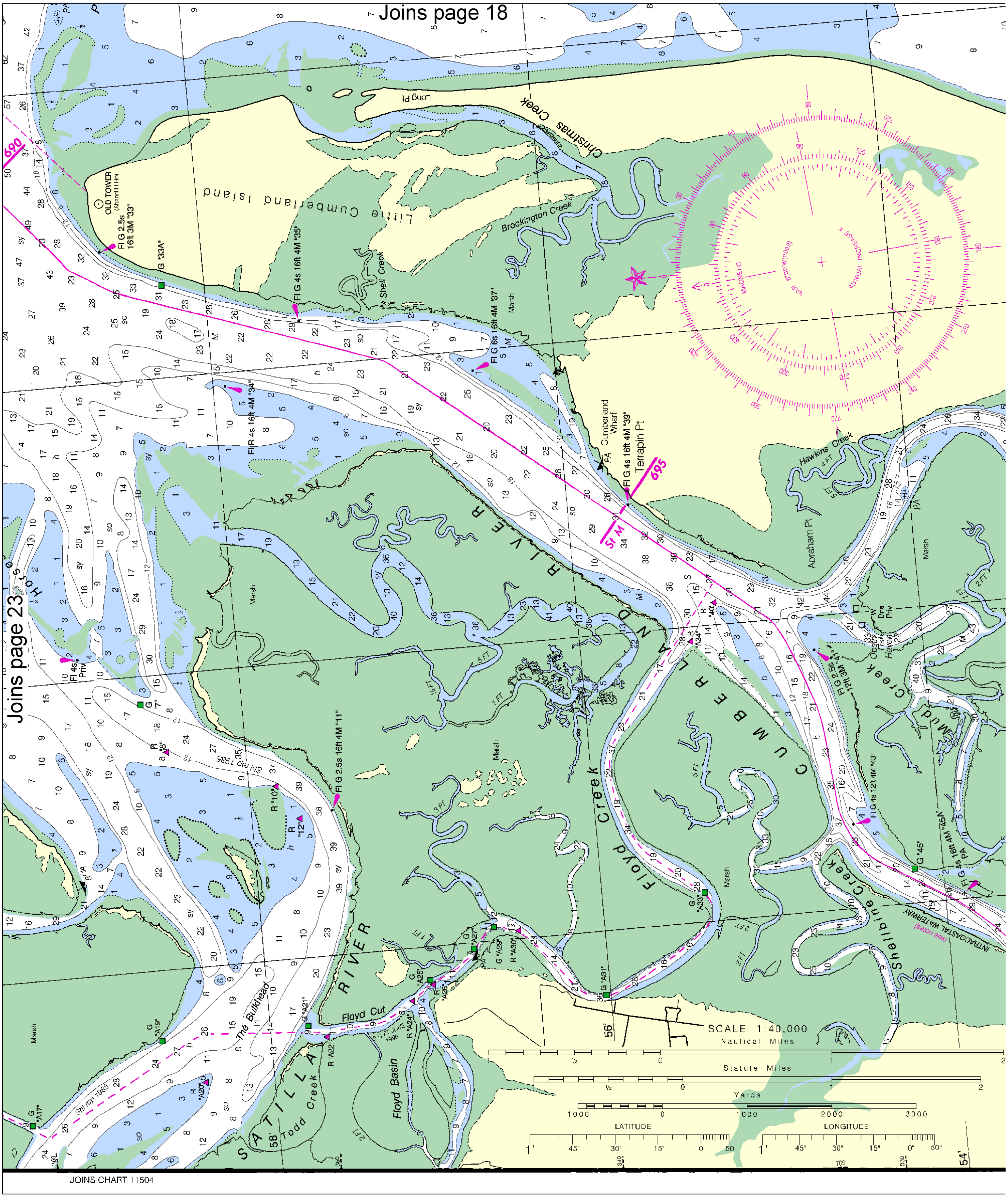
JOINS CHART 11506
JOINS CHART 11504



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

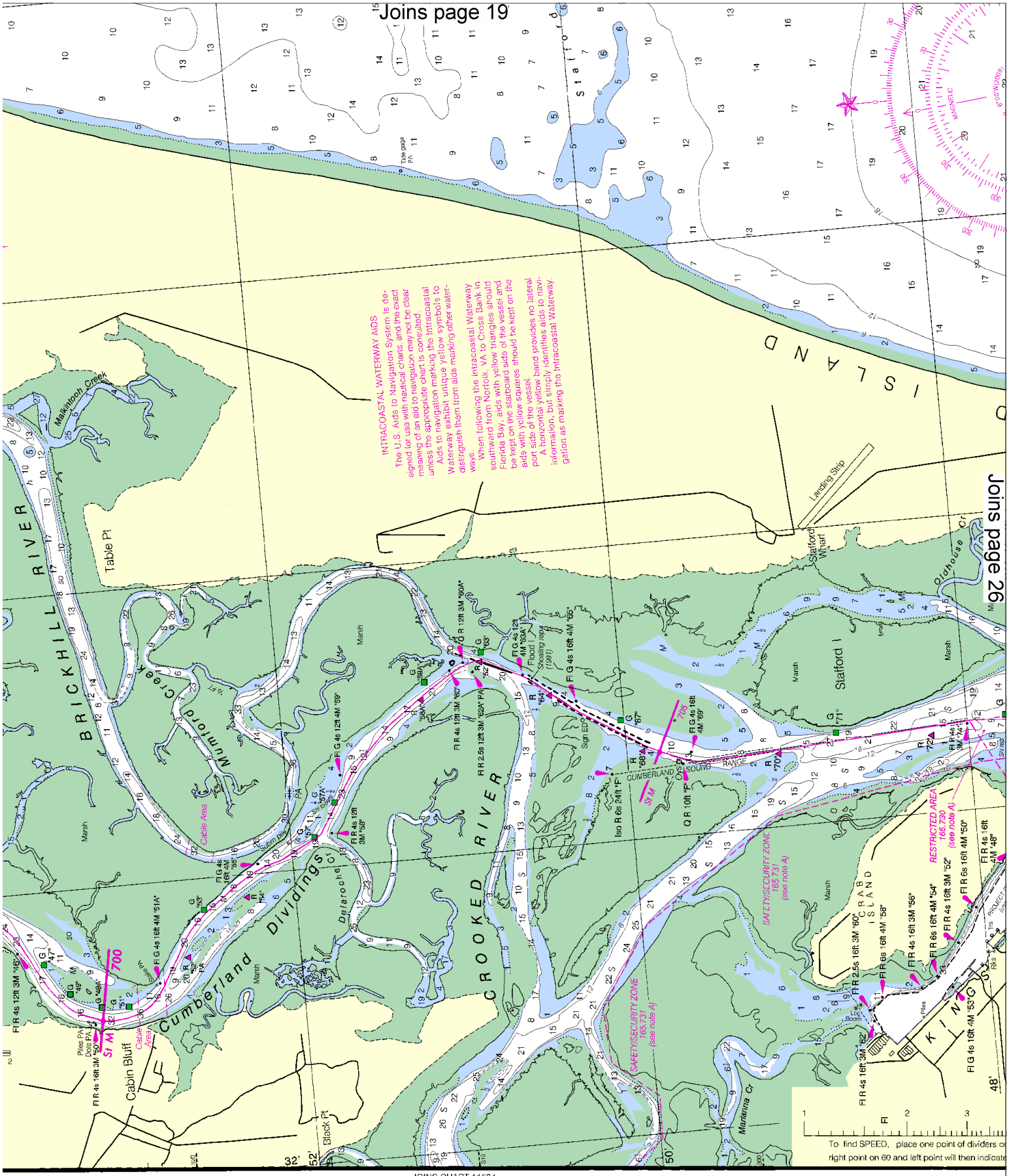
Nautical Miles

1 ½ 0 1 2 3

Yards

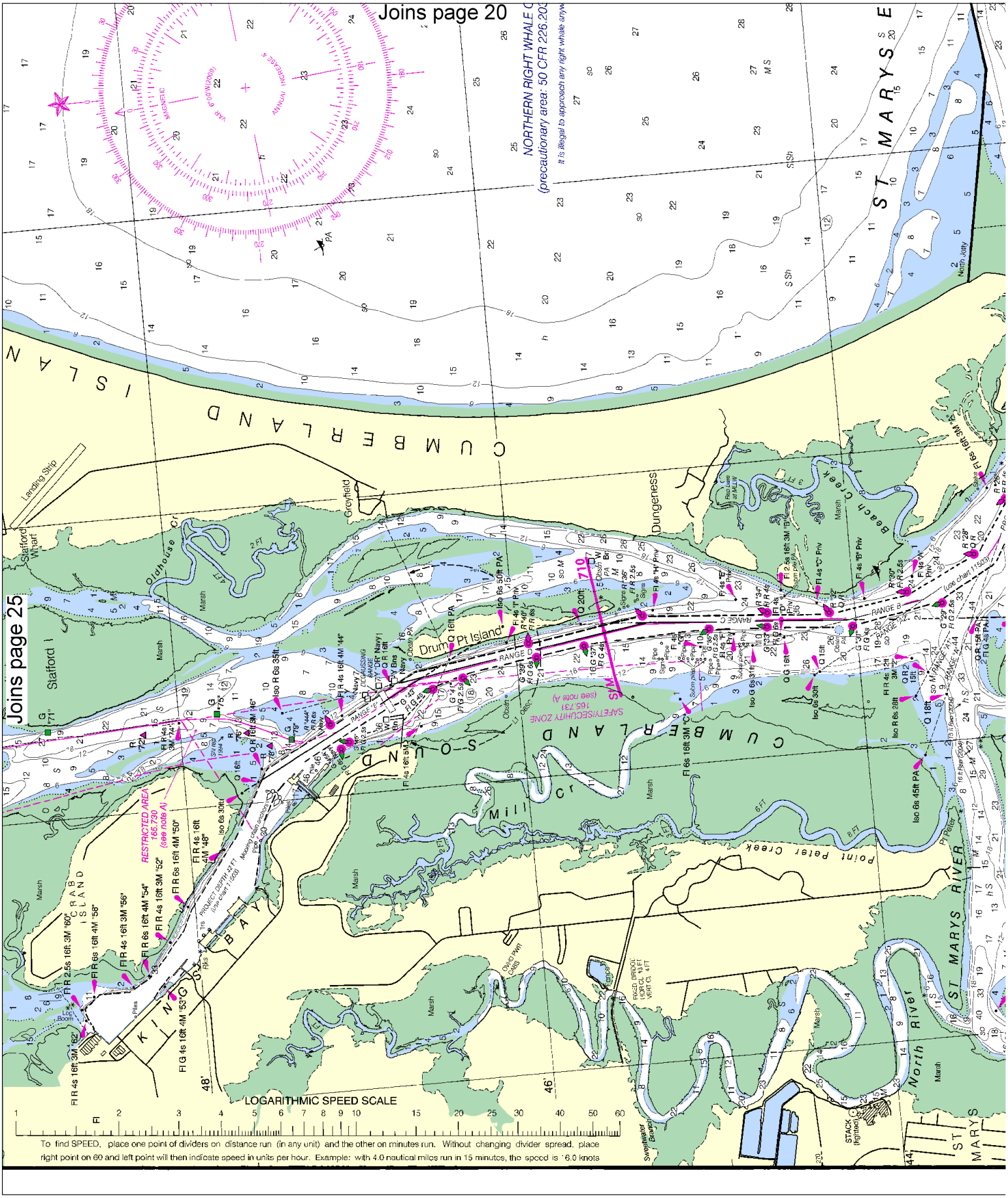
1000 0 1000 2000 3000 4000 5000

Joins page 19



Joins page 26

JOINS CHART 11504



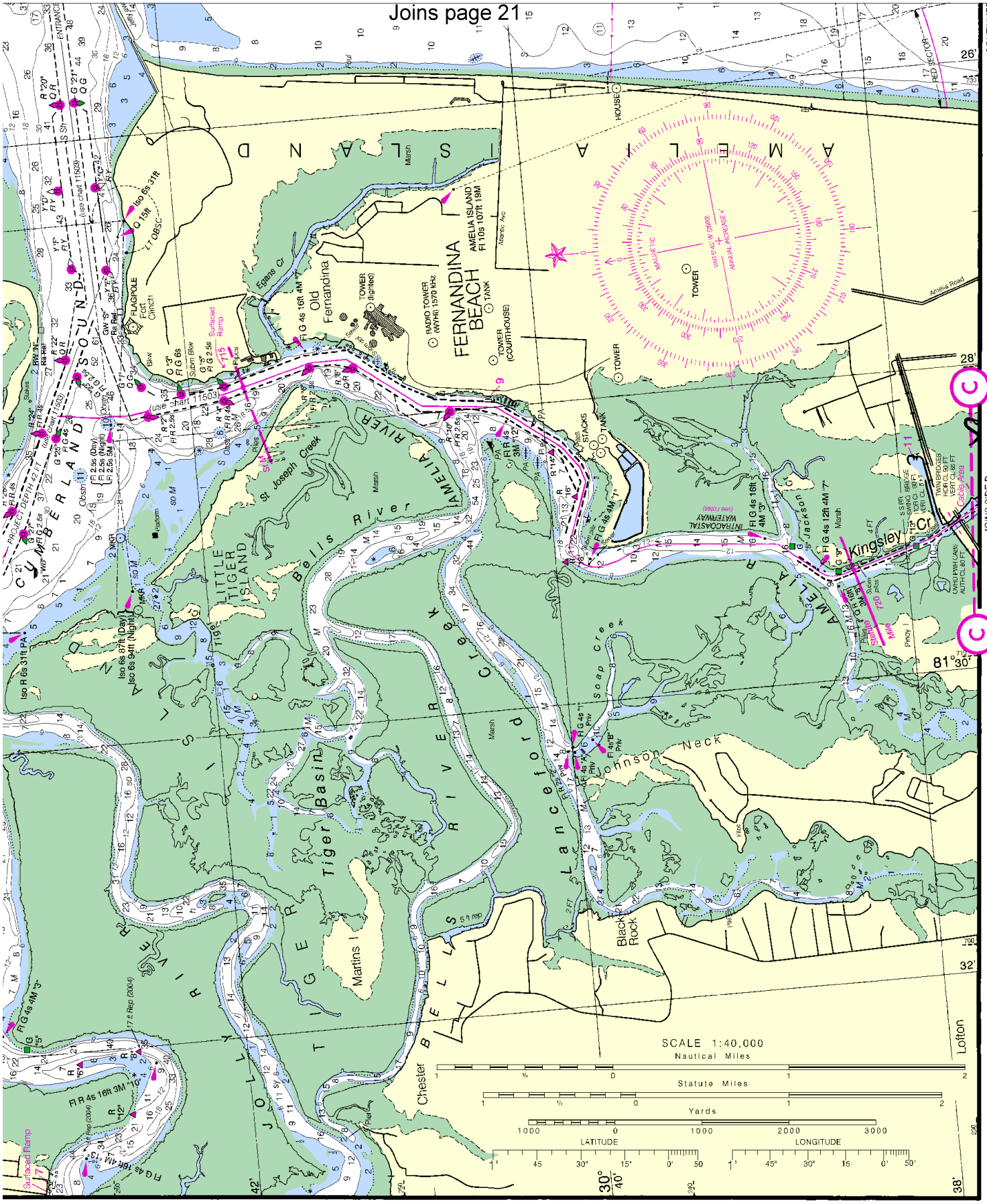
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000


Joins page 21
CONTINUED
JOINS SIDE B
SIDE A
AMELIA ISLAND
FERNANDINA BEACH
Old Fernandina
Fort Clinch
Egans Cr
St Joseph Creek
Bells River
AMELIA RIVER
LITTLE TIGER ISLAND
Tiger Basin
Lancaster Creek
Soap Creek
Johnson Neck
Kingsley Cr
Black Rock
Martins I
Chester
Lofton
Amelia Road
Atlantic Ave
INTRACOASTAL WATERWAY
SCALE 1:40,000
Nautical Miles
Statute Miles
Yards
LATITUDE
LONGITUDE
11489

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Brunswick SAR – 912-267-7999
Coast Guard Mayport – 904-247-7350
Coast Guard Atlantic Area Cmd – 757-398-6390
Jacksonville Sheriff's Office – 704-630-0500
Florida Fish & Wildlife Conservation Comm – 888-404-3922
GA Dept of Natural Resources – 800-241-4113

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.